

THE Charlottetown Guardian

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WAS GERMANY READY?

While the Germans, in the Reichstag and through their publicity campaign in the United States and elsewhere, are endeavoring to show how innocently (?) they were drawn into the war the following London dispatch, dated August 23, 1913, clipped from an old file of papers, will be of interest, showing as it does, how their innocence was employed during the years preceding the war:—

"The year 1856 was one of peace; 1870 one of war, and now 1913 will probably be one of preparation for war, perhaps the fear of the great bankruptcy. Napoleon, after Jena, laid on the conquered Prussians a burden in no way so heavy as the Reichstag this year has voluntarily laid upon the German nation by their present army bill."

The item goes on to show the "various augmentations" to the German army as follows: In 1874 the establishment of 469 battalions; 300 batteries; 464 squadrons, 401,000 soldiers on a peace footing. In 1890 these various arms were increased to a peace footing of 506,000; in 1911 to 516,000; in 1912 to 694,000; in 1913 the establishment was raised to 681 battalions (including 11 pioneers, 7 foot artillery and one train) 658 batteries; 550 squadrons, a peace footing of 862,000.

Another clipping from a London dispatch which went the rounds of the press in April, 1913, concludes as follows: "Germany has decided to spend \$35,000,000 within the next five years on air fleets for its army and navy, or about \$7,500,000 a year. Thirty new airships are to be added to the twelve Germany already possesses, and 250 aeroplanes to the existing 150.

A German official memorandum says "that the state of experiments show that the new arm provides for naval purposes, a valuable extension of the sphere of tactical and strategic reconnaissance, and, in certain circumstances, can usefully be employed as a weapon of attack. The navy must, therefore, proceed upon a larger scale with the acquisition and use of airships and aeroplanes and the requisite stations, unless it is to be left behind by other nations."

"It was obvious," says the Times' military correspondent, "to every looker on, that when M. Bleriot crossed the Channel a new chapter was opened in the military history of the British Isles.

"While hitherto we have done but little in preparation for warfare in the air," says the Times, "the next greatest naval power" has done much, and intends forthwith to do a very great deal more. That is a grave fact which it would be the height of folly to ignore."

In the face of this bit of comparatively ancient history and the suddenness with which Germany launched her war bolt, the claim that "the sword was thrust into her hand" is as ridiculous as it is false and places her even now in a more deplorable position than she will be in after the war is over.

THE CRISIS OVER

The piloting of the ship of State, with all its financial undertakings and obligations, through the stormy period following the war was a matter of great concern and requiring the utmost skill and courage. The United States, although outside of the war zone, was almost as heavily hit by the storm as were the countries directly interested. The crisis has been safely passed there as well as throughout the British Empire.

Referring to this matter Henry Clews & Co., one of the largest banking institutions in America, after complimenting the Stock Exchanges on their prudence in closing and congratulating them on the re-opening, says:

"The local money situation shows further improvement. Funds are accumulating and rates declining. These tendencies must be attributed first, to the beneficent operations of the new reserve banks, which have greatly expanded credit facilities, and second to the dullness of trade, which lessens the ordinary demands for accommodation. The lowering of reserve requirements under the new system necessarily involved the risks of too sudden ease and too much inflation, in view of the large amounts of emergency currency and clearing house certificates still outstanding. Fortunately both of these forms of currency are being retired as fast as possible; and as the reserve banks get into more perfect working order their control over the money situation will increase and the danger of unwholesome inflation will vanish. The inevitable increase of money and credit will, however, prove a powerful aid to business revival, and if long continued, cannot but have a great stimulus, not only upon trade but also upon investment values. The tremendous extent to which credit facilities have been expanded is not yet fully realized, and until the money market has adjusted itself to this heavy increase in bank reserves our bank officials will have to exercise much discretion and restraint if they intend to prevent an undesirable expansion of credit."

ENCOURAGING TRADE

President Wilson, in his message to Congress the other day, after discussing the necessity of providing means of transportation strongly urged the passage of the Shipping Bill providing for the purchase by the Government of a line of steamers as a means of providing transportation "which must precede, not tardily follow, the development of our trade with our neighbor States of America."

"It may seem a reversal of the natural order of things," he said, "but it is true that the routes of trade must be actually opened—by many ships and regular sailings and moderate charges—before streams of merchandise will flow freely and profitably through them.

Hence the pending shipping bill, discussed at the last

session, but as yet passed by neither House. In my judgment such legislation is imperatively needed and cannot wisely be postponed. The Government must open these gates of trade, and open them wide; open them before it is altogether profitable to open them, or altogether reasonable to ask private capital to open them at a venture. It is not a question of the Government monopolizing the field. It should take action to make it certain that transportation at reasonable rates will be promptly provided, even where the carriage is not at first profitable; and then, when the carriage has become sufficiently profitable to attract and engage private capital, and engage it in abundance, the Government ought to withdraw. I very earnestly hope that the Congress will be of this opinion, and that both Houses will adopt this exceedingly important bill.

The President says that the United States had grossly erred in the way in which they had hindered and stunted the development of their merchant marine, with the result that what they now need they have not—ships. So he would have the Government include in its budget, appropriations for a new departure in its activities. He would have Government ownership and operation precede the development of trade with the States of America. In so many words, he added that the Government should buy steamers to carry cargoes, before there are cargoes to be carried. He would have it begin by doing business at a loss.

Commenting on this proposal the Brooklyn Eagle, after remarking on the admission that this "may seem to be a reversal of the natural order of things," says: "It is not enough to say what such a proposition 'may seem' to be. It is not more than enough to say what it actually is—a reversal of the natural order of things. There is no known reason why Government should not conform to rather than fly in the face of economic laws.

Every authority whose opinion is worth the breath expended upon its expression agrees that for reasons too numerous to mention it will take long to cultivate intimate trade relations with 'our neighbor States of America.' How long, nobody knows. These authorities also agree that as these relations are cultivated, the cultivators will take care of the matter of transportation. That is as sure to be the case as effect is to follow cause.

The President's admission should be stated in other terms. What has been alluded to as his unalterable determination is a clear case of putting the cart before the horse. He is starting at the end instead of the beginning. He is proposing that the Government shall acquire an incubus. He is proposing that it shall go into what would be, for an indefinite period, a source of loss. Nor is that the worst of it.

For some adventures the Government is almost grotesquely fitted. It is different with those who have a whole-some horror of deficits. Having no public treasury at their disposal, they buy or build and operate as soon as they are assured that their steamers will not be a profitless investment. That is time enough for them. Moreover, the surest way to prevent private capital from undertaking such service as no Government can render efficiently is for Government to invade the field. Limited means can hardly compete with inexhaustible resources.

Whether the President is right in saying that the people want the activities of Government enlarged rather than diminished is a matter of opinion. Many of the people would like to see them curtailed but it is unquestionably right when he asks that extravagance be called to a halt. He makes the excellent suggestion that steps preliminary to a systematic reorganization be taken, being convinced that not only would economies result but that greater efficiency would be secured.

Will he stop at that? He knows what is likely to happen. He knows just what the fate of a lecture on prodigality is likely to be. He knows that should he fail to translate talk into some sort of action, the Congress will not only proceed to forget it but to make arrangements for its customary carnival. History of that kind invariably repeats itself, and that is what will happen at this session, short of an aggressive fight for retrenchment, with the White House as the base of operations.

SATURDAY EXCURSIONS RESTORED

The Charlottetown Board of Trade, and especially Judge Stewart and Mr. J. P. Gordon, are to be congratulated on the successful representations made to the management of the Intercolonial Railway for the restoration of Saturday first-class excursion fares. It is a privilege long enjoyed on the Island, and its withdrawal was a loss seriously felt by the country people and commercial community alike. The Intercolonial management put forward a strong case for the abolition of the privilege, but the persuasive eloquence of Judge Stewart, combined with the evident desire of the management not to seriously inconvenience our people, resulted in the greatly appreciated concession being restored. The Board of Trade and its delegates are to be congratulated on this eminently satisfactory settlement of the matter.

EDISON'S ENERGY

"Although I am more than 67 years of age, I'll start all over again," said Mr. Edison after his plant, valued at \$7,000,000, was burned to the ground.

What signifies a seven million dollar fire to a man like that? As to what resources Mr. Edison had behind the loss we do not know but he had the resources of unconquerable energy, of devotion to duty, of pluck, and the fire, disastrous as it was, was only a further spur to go on doing his duty.

Edison has all his life been a worker; he worked for love of work, for love of accomplishing something and he accomplished more perhaps than any other man living. Sixty-seven years of age, an age at which those who are not incapacitated are looking for rest and retirement! But a man like Edison never grows old. The rebuilding of his plant, a project already underway, will be a new pleasure to him and he will live to see it completed. Death itself will scarcely overtake a man who will cheerfully wait till the ashes of his achievements have become cooled enough to begin it all over again.

NOTES

On the coast of Holland seven men were killed recently when a mine that drifted ashore exploded. Many of these destructive weapons have been cast up by the sea during storms, and the other day a whale was found at Katwijk with its head blown off. The sowers of the mines in some cases must be going about their work in a most careless manner.

There is inclination to grumble in England because some of the Belgian refugees are showing preference for city as opposed to rural residences. Perhaps some of the fault is with the grumblers. Entertaining refugees may be something like volunteering for war service. Enthusiasm may beget the offer. It needs a strong heart and a firm will to live up to it as a matter of daily routine.

The Victoria Cross has been bestowed upon Private George Wilson, Second Battalion Highland Light Infantry, for the most conspicuous gallantry on September 14th, near Verneuil, in attacking a hostile machine gun. He was accompanied by only one man. When the latter was killed, he went on alone and shot the officer and six men who were working the gun, which he captured.

CANADIANS ARRIVE FROM SALISBURY

HALIFAX, Dec. 12.—First hand reports of life among the Canadian troops at Salisbury Plain were received yesterday when thirty-eight invalided and rejected soldiers from the first contingent arrived here from the Allan liner Scandinavian. Twenty-four of the men are on the sick list and retain their uniforms. The other fourteen are "misfits" who have been dismissed because of drunkenness, disorderly conduct or other misdemeanors. Most of the invalided men have no particular grievances, but some of the "misfits" were not loath to air their opinions of things military at Salisbury Plain. The majority of the fourteen, however, regret their errors and many say that they would only be too glad to get another chance with the troops.

A Calgary man who was dismissed for drunkenness claims that, if he did fall by the wayside once, he had resolved not to do so again and was not given a "fair show." He was able-bodied and in the best of health. "I have mushed it in Alaska for 150 miles in the dead of winter," said he, "and am capable of enduring almost any hardship. Yet they dismissed me and retain some men who, compared with healthy me, are derelicts." This man further claimed that their was favoritism on the part of the non-commissioned officers and that he was the object of the spite of several. When his dismissal had been ordered he was handcuffed and sent from Pond Farm to London. Arriving there he was marched, handcuffed, through the streets to the station, whence the train left for Liverpool.

A Fredrickton man claims that he was subjected to a particularly ill usage. At Valcartier Camp he was, he says, spitefully used by a N. C. O., and his troubles continued at Salisbury Plain. When his battalion, the 10th, marched from Pond Farm Camp to Sling Plantation, a distance of 19 miles, he was given pack drill on a table picnic. He had no supper and was on this duty all night in the open. In the morning when he asked for something to eat he was given some frozen bacon in a can. He complained of the food to an officer, who had him punished for making "trivial complaint." He was given pack drill and made to carry for an hour his knapsack loaded with bricks. Later on when he was on parade, he was taken sick and was invalided home.

The majority of the men, had, however, small complaint to make regarding the food at Salisbury Plain. As for the boots, they say that some of the boots were excellent, while others were of comparatively poor quality. The mud at the camps sometimes was eight inches thick and even the best of the boots could not keep out the water. The names of the men invalided home are: Atkins, Herbert, Paris, Ont. Adams, Joseph, Montreal, Que. Bucklan, Frank, Winnipeg, Man. Campbell, Joseph, Vancouver. Cote, Charles, Sherbrooke, Que. Dyer, Robert, Poplar Pt., Man. Etterback, Harold, Kingston, Ont. Hillier, Sam, Toronto. Harris, Wm. G., Toronto. Jackson, Samuel, Toronto. MacKay, John R., West Selkirk, Man. Matheson, James, Montreal. Martell, Emile, St. John. MacRae, Donald, Winnipeg. Maxwell, Robert, Winnipeg. O'Brien, Henry, Toronto. Ormsford, J. R., Fredrickton. Taylor, Albert, Ayles, Que. Wheeler, Wm., East Douglas, Mass. Whitehouse, Thos., Hamilton, Ont. The men dismissed whose names are not made public, consisted of three from St. John, N. B., five from Toronto, three from Winnipeg, one from Vancouver, one from Brantford and one from Montreal.

One of the men invalided home has a bayonet wound in his leg, inflicted by a sentry at the camp. Joseph Gill, of Saulte St. Marie, a French Canadian was sent home because he could not speak English. The majority of the men continued the passage to St. John by the Scandinavian. They will be sent from there to their homes.

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FINDS \$100,000 VANDERBILT GEM, GETS \$5,000 GIFT.

NEW YORK, Dec. 12.—Two strings of pearls attached to a locket were picked up from the gutter in front of the Ritz-Carlton Hotel Friday afternoon, by James J. Collins, a clerk in the freight office of the New York Central Railroad. He brushed the dust from the two hundred pearls and carelessly dropped them in his coat pocket. An advertisement offering a reward of \$500 for the return of the necklace was read next day by Collins who discovered the gems were lost by Mrs. W. K. Vanderbilt. While the value of the necklace was not disclosed in the advertisement, it was supposed at the time it was worth \$10,000 but yesterday it was reported the gems were valued at \$100,000.

Last Saturday afternoon Collins notified John H. Gleason, of No. 26 East Forty-sixth street, who had advertised for the necklace on behalf of Mrs. Vanderbilt, that he had the gems and later turned them over to an agent of Mrs. Vanderbilt. The clerk was told that he would be paid the promised reward of \$500. In expectation of receiving the money, Collins planned a special Christmas celebration. Yesterday the reward came and envelope was delivered to Collins while he was at work. He found it contained, not \$500 as he had been assured, but \$5,000 in bonds. There was also a note of thanks and wishes for future happiness.

At first Collins could not believe the bonds were meant for him. But when he had been ten times assured by the manager of his department gave him a half holiday so he could compare himself. Collins clapped on his hat and ran from the office in his haste to get the news to his family.

"The daintiest toilet waters manu factured are here in many delightful odors, you must see and use them to appreciate their beauty and satisfaction. Price 60c. to \$1.50. The MacKinnon Drug Co., corner Great Street and Kent Streets. -metl

SAYS GERMANY NOW REALIZING HER POSITION

LONDON, Nov. 10. (By Mail)—The Copenhagen correspondent of the Times sends an interview with a distinguished banker of a neutral country, whose long standing business relations with Germany required him to spend seven weeks in that country recently. "It would be a grave fallacy," the banker says, "to judge German affairs by the German newspapers of today. They must not only suppress what the Government does not want printed, but are required to publish that, and that only, which the Government lays before the eye. Everything, for instance, tending to suggest that the rigors of war are slowly but surely undermining the national economic fabric is strictly contraband."

The banker's contact with German bankers and business men convinced him that they realize now that "Germany has been plunged into a tragic and pathetic adventure." "Even the great industrialists of Rhineland-Westphalia, though many of their works are occupied in the production of war materials to a wholly unprecedented extent," he says, "are depressed and melancholy over the awful struggle into which Germany has been participated. They are men who cannot be deluded by official optimism and bluster. They are men accustomed to deal with facts.

Assured of Success

"The General Staff told the great captain of industry, who in Germany are a hardly less important factor in the conduct of a war than the staff itself, that the plan of campaign, reduced to essentials was this: 'We shall smash France within three weeks, then wheel about and deliver Russia a knockout blow before she has had time to complete her mobilization. Belgium will offer only the resistance of sullenness. England will not come in'—at least until the German Government had the positive assurance of leading Englishmen to that effect.

"Well, this hammer and tongs programme has not been successful. Cogs have slipped at numerous vital points. Belgium's resistance, to begin with, was more than sullen. England did come in. Paris was not occupied by August 25, and Russia, far from being 'knocked out,' has not even reeled. Not a single one of the General Staff's objectives has been attained. Checked in all directions, Germany has little but an enormous death roll to counterbalance the terrific effort the first hundred days of war have cost her.

"These are the immortal things which thinking, business Germans see and know. They realize that, thanks to a very far seeing economic and financial organization, their trade and commerce have thus far, barring the annihilation of the German merchant marine, been dislocated perhaps to no greater extent than the trade and commerce of their enemies. They look across the Atlantic and see that even America as could not be otherwise in a real world war, feels the blight of Europe and Asia's colossal blood letting. But what German industrial leaders also realize is that prolongation of the war into months and years must spell eventual ruin.

Effect Not Shown Yet

"I could see no signs that Germany as yet has actually felt the effect of her great adventure. But the cumulative effect of the conditions which war brings, especially now that intelligent Germans know it is to be a prolonged struggle, it measured at its full value. It is becoming increasingly plain to them that they cannot win.

"A military nation trained from the cradle up to believe in the might of numbers must, viewed merely from that standpoint, now see that the odds are overwhelmingly against them.

"Men like Ballin and Heinkeken whose liners have been swept from the seas as if by some all devastating hurricane; people like the textile magnates of Westphalia and Saxony, whose looms are silent when no more American cotton can be imported; ironmasters like Krupp, Thyssen and Stinnes; electrical magnates like Rathenau and the Siemens-Schuckerters, who know what uninterrupted supplies of staple raw stuffs from abroad, such as copper and petroleum, mean; bankers like Von Gwinner and Furstenberg, who know the havoc which the financing of war and stoppage of exports work on German credits at home and abroad, these men are under no delusions as to what the war is doing and will do, the more it develops into a protracted, victorious affair of mere give and take on three or four vast firing lines.

"They are immensely patriotic, all of them. They cannot truthfully be described as downhearted or hopeless. They are not grumbling. But neither can they be said to be even remotely cheerful, over the ultimate prospect. The war has not yet sapped the prosperity at the zenith of which business Germany found itself three and a half months ago. But war has terribly jeopardized prosperity.

"A man cannot tarry long in Germany these days without having it borne in upon him with what ferocious fury all classes of the population hate England. England is blamed for the collapse of the General Staff's grand plan of campaign. England is depicted as the one and only foe. The great settlement is to come with her."

Nothing could make a more acceptable Christmas remembrance than a pair of pretty comfortable slippers. For men we have comfortable House Slippers, in Felt and Leather Roman and p nps. For women we've House Slippers of Felt or Leather, cozy, neat and comfortable. Also dainty party slippers and pomp effects. We have slippers for boys and girls and pretty little creations for the Baby.

Another gift always appreciated by your lady friends—is a box of our silk hosiery, enclosed in a pretty Christmas Package.

Acceptable Christmas Gifts

Nothing could make a more acceptable Christmas remembrance than a pair of pretty comfortable slippers. For men we have comfortable House Slippers, in Felt and Leather Roman and p nps. For women we've House Slippers of Felt or Leather, cozy, neat and comfortable. Also dainty party slippers and pomp effects. We have slippers for boys and girls and pretty little creations for the Baby.

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