

The Great Failure is Cause For Satisfaction to the Allies and Means Success

By Robert Donald, Editor of The London Chronicle.

"Never has there been a more lamentable or colossal failure of the ambitions of a military autocrat than the failure of the strategy and dreams of the Kaiser. After years of hidden preparation, during which time the Kaiser, with audacious duplicity, held out the olive branch to England, France and other powers, he decided, at the end of July, 1914, that the opportune moment to strike had arrived. Never was any man so afraid that peace might be preserved. He was in such a hurry that he did not wait for Austria, his partner, with only an insignificant part of her disagreement with Serbia to settle, to continue her negotiations with Russia, but rushed an ultimatum out against Russia. When he plunged Europe into bloodshed the Kaiser expected the end of the war in six months, leaving Europe at the feet and mercy of triumphant Germany. What has happened? Hopeless, ignominious failure of every war plan, and every object at which he aimed. The Kaiser promised his people Paris. Paris still flings defiance at him. He promised them Calais. He has failed to deliver the goods. He promised them Petrograd. Petrograd is as Russian as ever. He was, and is likely to remain so. He counted on Italy's help, or at least her benevolent neutrality. He bungled his diplomacy so badly that Italy joined the Allies. He boasted that his submarine blockade of Great Britain would reduce the country to terms.

His blockade has been a fiasco. "The Prussian failure stands out all the more glaringly when compared with the British success. France has held the enemy at bay with the skill of her great generals and the unmatched valor of her troops. Mighty Russia, backward, unskilled, remains inexhaustible and unconquerable, baffling the genius of the Hindenburgs and the weight of German arms. But the greatest surprise for the Prussians has come from England. England has upset every German calculation. She has raised a great army which no longer meets with German contempt. In her power of production and her capacity to supply her Allies with munitions and money she seems to be inexhaustible. She bears with the utmost willingness the colossal war tax of over \$2,000,000,000 a year. This sum meets one-third of her cost of the war. England's credit remains firm. Her financial position appears to be impregnable. Germany's blockade of England has been one of her greatest failures. Mines and submarines have sunk many British ships, but almost as much new tonnage has been launched or is on the stocks as has been lost. Great Britain is the staying partner of the alliance in production and in finance, and in a lesser degree in reserve of men. No wonder the Germans take a vicious delight in the shouting "Gott strafe England". The shouting Prussian military autocracy has failed and civilization will be saved."



THE FUNDS OF SINN FEIN.

The German Agent (handing over the sinews of war to the Sinn Feiner): "There is plenty more where this came from—we can always make a fresh levy on Belgium."—Daily Sketch, London, Eng.

BRITISH ROADS GIVE 20 PER CENT OF MEN TO WAR

W. M. Acworth, Railway Authority, Tells of Heavy Drain on Employees.

(New York Times)
W. M. Acworth, the distinguished British railway authority, is visiting the United States and inspecting several of the railway systems of the Eastern States. He is keenly interested in the wage controversy now going on between the railways and the train service employees, which he avers is similar in its general aspects to that which led up to the great British railway strike of 1911. Mr. Acworth is a director of the Underground railways of London, and has written a number of books on railway development and regulation. He is a stranger to the United States, having made several trips to this side of the Atlantic, and having been for many years in touch with the railway situation here. He is a close personal friend of leading railway officials of the country.

"The war has made heavy drafts upon the railway workers of Great Britain," said Mr. Acworth yesterday at the Plaza. "Probably 20 per cent of the railway operatives are in active service. From the London Underground system, which employed about 25,000 men at the outbreak of the war, some 8,000 have enlisted. On all the lines somewhat similar conditions exist."

"The places of those who have volunteered have been filled to some extent by keeping older men in service instead of retiring them. On the London buses five hundred women are employed as conductors. On all the lines forces have been reduced by cutting off a large proportion of the passenger trains."

TROOPS QUICKLY TRANSPORTED

"The war, of course, has brought a great increase in traffic to the roads. The important part that the railway system plays in enabling a nation to meet the shock of war was exemplified by the work done in handling the first expeditionary force sent from England to the Continent. The troops embarked from Southampton and the troops trains conveying them passed over the line at intervals of twelve minutes during daylight hours day after day, until the whole force was on the troops ships. Orders were issued that if a train fell behind its schedule it was to be sidetracked and the troops were not to be held for the delayed troops. It is remarkable that not a single train fell out of the procession. This is a record of which the railway men of England are justly proud."

"I note that your railway companies are facing demands from their train service employees for an increase of wages, and that if the controversy is not adjusted in the course of the conference now going on between the managers and the employees, the country may be confronted by the possibility of a strike that will tie up all the transportation lines. That is a consequence that should be avoided, if possible."

"In England we had a brief experience of such a condition in 1911, when a general strike of railway workers was called. The strike itself lasted a little less than a week and while it was on traffic was not entirely suspended, but during that brief period it inflicted a tremendous loss, not only upon the workers themselves and upon their employers, but chiefly upon the industry of the country as a whole."

"DISCUSSES ENGLISH WAGES"
The situation leading up to the strike in a way was similar to what I understand your present situation to be. The sum involved in the demands of the employees was a very large one in the aggregate, amounting to many millions of dollars. The managers claimed, as I understand your managers do, that they could not meet these heavy increases out of the income of the lines. In one respect, however, there was an important difference between the situation in England and here."

Robert Bowden of Charlottetown, a seaman on S.S. Halifax, was killed by a train in Halifax.

FRENCH ATTACKS ALL FAILED

German Official Report Claims Repulse of French at Verdun

Berlin, June 16, via London 4.14 p. m.—Two attacks delivered by the French yesterday and last night on the German line along the southern slope of Dead Man Hill (Verdun front) were unsuccessful, the war office announced to-day. In the first attack the French temporarily gained some ground, but a counter-attack drove them back.

The text of to-day's army headquarters' statement is as follows: "Western front: On the left bank of the Meuse the French attacked the southern slope of Dead Man Hill with strong forces. They succeeded temporarily in gaining some ground, but was driven back again by a brief counter-attack. We took prisoners 8 officers and 238 men and captured several machine guns."

"A repetition of the enemy attack during the late evening and operations against German positions adjoining on both sides were completely unsuccessful. The enemy suffered heavy sanguinary losses."

"On the right bank of the Meuse, apart from minor infantry engagements in the Thiaumont ravine, which were favorable to us, the activity was limited chiefly to violent artillery actions on both sides."

MARKET DEPRESSED

Decline of Freight Rates Not Increasing Shipments from United States

By Special Wire to the Courier.
Chicago, June 16—Bearish views on the export situation tended to-day to depress the wheat market here. The fact was pointed out that the decline in ocean rates had not caused any increase of shipments from the United States. Predictions were current that the outcome would be a diversion of vessel tonnage to South American and Australian.

Opening prices, which ranged from 1-4 cents to 3-4 lower with July 102 1-4 to 102 5-8 and September 104 1-4 to 104 5-8 were followed by a good rally, but then a fresh down turn.

ation of the British workers and that of the men who are asking a wage advance from your companies. That difference is in the pay received. The average wages of British engine drivers were certainly not more than \$10.50 a week. Conductors received not more than \$9.00, while firemen and brakemen received \$7.00 a week or less. The average pay of all railway workers was not more than \$6.00 a week. These rates of pay I believe, are rather less than one-third what train service men here receive and there was a general feeling that the pay of railway employees was too low."

"MADE IN CANADA" APPLIES TO FRUIT

More of the Canadian Variety Should be Consumed by Canadians

Ottawa, June 12—Owing to certain trade restrictions the export trade of Canada in 1916 is expected to be limited. This will mean that there will have to be an increased consumption of fruit in Canada, and the Canadian Government, through the Fruit Commission's Office of the Department of Agriculture are endeavoring to interest all Canadians to aid one of our most important national industries. The Grand Trunk System, through the medium of their dining cars and hotels are co-operating with the Government to this end, and on June 24, Canadians to follow the slogan "Eat More Canadian Fruit," this slogan being shown on all menu cards used by the Grand Trunk on their cars and in their hotels and by calling attention to the Canadian fruits on their menus.

There is a capital of approximately \$140,000,000 invested in the Canadian fruit industry, the Niagara Peninsula the greatest fruit district in Canada, producing 95 per cent. of the Canadian grapes, and 85 per cent. of our home grown peaches. Pears, plums, cherries and small fruits are also grown extensively. Approximately 3,750 carloads of Ontario apples were marketed during the past season; of this shipment 65 per cent. were carried over the Grand Trunk lines.

FE'LL WHILE EXHIBITING AEROPLANE

American Aviator Has Bad Accident Occur to Him in Japan

Sapporo, Hokkaido, Japan, June 16—Arthur Smith, an American aviator fell from a height of 500 feet while giving an exhibition flight here this afternoon before a great crowd. The right leg of the aviator was broken and he was taken from the demolition machine in an unconscious condition.

Smith had just completed looping the loop when the aeroplane crashed to the ground. The accident is believed to have been due to a defect in the machine.

Smith reached Hokkaido after making a circuit of Ontario apples and was to a climax with a special exhibition above the Tokio Palace, June 6, arranged for Emperor Yoshito.

HOW TO KEEP WELL

BY JOHN W. S. McCULLOUGH, M.D., D.P.H., CHIEF OFFICER OF THE PROVINCIAL BOARD OF HEALTH.

THE BOARD comprises a chairman and six other members, of whom the Chief Officer is executive officer and who in the absence of the other members of the Board carries on with his assistants the work of the Board. There is a Chief Inspector, and the Province is divided into seven districts, to each of which there is assigned a District Officer especially trained to give advice and assistance to the Medical Officers of Health in the various municipalities in the Province. As Ontario comprises some 400,000 square miles it will be seen that each officer has a large territory to cover. He cannot be every place at once, but every call on his services that seems necessary is cheerfully responded to in turn.

at the earliest possible date. In addition to the measure of publicity through the press the Board maintains a public health and moving picture exhibit which is pretty well-known throughout the country since it has been shown one or more times in nearly every town of importance throughout the Province. The demand for the exhibit is very great, and it is impossible to cover the entire territory every season. However, requests for the use of the exhibit are responded to in turn.

In addition to the exhibit as a method of public health education the Board issues pamphlets upon various subjects, for example: upon all the different communicable diseases, sewage disposal in country homes and schools, the care of the baby, mosquitoes and flies, etc., etc. The writer will be glad to send copies free upon application.

This is perhaps the most contagious of all the so-called diseases of childhood. It comes on like a common cold with watering eyes and running nose, and four days after the onset of these symptoms there is usually a profuse dark red rash, beginning usually on the face and extending all over the body. The most contagious period is probably just before and during the continuance of the rash. The quarantine period is three weeks, and a person from a family where the disease exists should not return to school for sixteen days after the last exposure.

The Medical Officer of Health may allow persons from the quarantined house not attending school or engaged in the manufacture of food or clothing to leave their homes for business providing they carry out his directions. Measles is looked upon by the majority of people as a simple children's disease carrying little danger, and for this reason these cases are treated in the home, and no doctor is called in. Many cases too are very mild, and many recover promptly. Some people seem to look upon quarantine for a disease like measles, scarlet fever, or diphtheria as a disgrace or an inconvenience, and hide the facts of its existence in their homes instead of, as they are required by law to do, at once notifying the Medical Officer of Health, and send their children back to school before they are well. In this way they do an injustice to their neighbor's children, and often as the result of what is criminal negligence spread disease broadcast. Not only this, but in frequent instances they do their own children a lifelong injury by exposing them to the danger of bronchitis or pneumonia, ear and eye troubles, from which they may never recover.

But is the disease a simple one? By no means. More deaths occur from measles as a rule than from diphtheria and scarlet fever combined. Physicians who know what they are talking about tell us that measles lays the foundation of many cases of pulmonary tuberculosis, which is known and dreaded by most people.

The spring brings back our old friend—or rather enemy—the house fly. The house fly breeds in manure, especially fresh manure, and takes about eleven days to attain full growth. Each fly lays 777 eggs, so if this insect is given fair play she thrives immensely. There is no use in any civilized, or heathen, or any community for the fly. All should unite and make eternal war against her. All sorts of diseases are carried by the fly, why not? She travels directly from filth of all kinds to one's food. How could she help but carry disease. Have you ever seen the "Movie" illustrating the growth and habits of this enterprising insect? If not, you should look up the Ontario Health Exhibit in the Dominion Building of the Canadian National Exhibition, Toronto, and learn at first hand the natural history of the house fly. Then you'll go home and put screens on your windows and doors and make the good man build a manure box at the back of the lot. No manure no flies.

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A FRAGMENT FROM—GERMANY

Hindenburg (home on week-end leave): "Look here, Frau H., if you want to stick nails into anything there's my statue outside."—Bystander, London, Eng.

