

With Celerity Teutons Shunt Troop Trains From Front to Front Over Roads Constructed Primarily For Strategic Purposes—Americans Lack **Facilities For Transportation**

American road has to have termin-(Utica Globe.) It may surprise you to know that als. It has to have freight enough one of the most effective weapons of to make it pay before it is projected. defence that Germany developed be- The German railway needs but a fore the war was based on American strategic point to be defended to lay models. It may still further surprise a line. Commerce may come or not; you to learn that the Germans began there may be freight to run over the to copy this design at least 30 years line, or there may not; but the coaago, and that we were mighty sideration is constantly in mind of flattered when we learned about it affording all the military protection to the border possible. Freight is at the time. "The Greatest Show on Earth"incidental.

or one of the circuses that bears that lofty title—afforded food for thought when it broke into continental Eurion in every direction with no regard to terminals, with no regard to ope. Over here we were so accus-tomed to seeing the long circus commerce

According to American notion the trains steal into town by the uncerrailroads in Germany are often withtain light of dawn, and to seeing the men set up the tented city, feed and out objective. Along the borders of care for 1,000 people and 1,000 Flanders stretch for miles tracks horses, conduct a street parade, which in days of peace seemed to transport a menagerie, give two per- have no reason for existence. When war came they were the highways formances, seat thousands of people under the big tent, then strike in over which artillery munitions and

> The success of Germany's operations against Russia in Poland, has

been largely due to the network of her railroads near the Polish bound ary. For many miles the Russians

the tents, and creep out of town in the long, sinuous trains—all this, Lines for the Big Guns we say, was an old story to America, but in Europe it was a nine-days wonder. The stupendousness of it all, and the precision and dispatch with which the work-especially the transportation—was done astounded everybody.

So it was no wonder, when the "Greatest Show on Earth" reached train powers were being quickly mov-ed over intersecting lines of traffic. The Germans were able to advance the German border, it was met by so far into France because of their three elegant, precise, trim, court-cous, well trained officers of the seizure not only of Belgian lines but German army, who announced to the of the very heart of the French

North-western Railroad. travelling boss of the show they had But the Germans were not the only come to learn how to do it. ones to utilize railways to military If you ever have seen a circus un advantage. The wonderful defence load from the trains; if you ever have glimpsed with what deliberamade by the French at Verdun was largely an outcome of the efficiency tion everything is done, but with what little waste of motion and time, of the Eastern Railroad which made you know something of what met the it possible to convey ammunition eyes of the astonished officers.

The Efficiency of Circusdo In addition to the main lines there If you ever have been behind the red curtain of circusdom and witvere back of the fortress scores cf miles of the narrow gauge tracks nessed the working of the circus and met up with the "big boss," and built of American rails and using American engines, over which shells struck hands with the master were moved to points where they of transportation, you know what dir-ect, hard-hitting fellows they are, able plexus of steel, so closely internot much on frills, but standing in woven that it was little hurt even shirt-sleeved authority and directing when portions of it were disconnect operations with an eye alone to get- ed in the fierce cannonading by the orces of the crown prince. ing things done.

The successes of the British in the So when the three precise German officers clicked their heels together western theatre were in a large measure due to the rapid movemen and made their manners to the master of transportation, they found that official to be none other than big, roads. Some of the most formidable gruff Bill Hyatt, who could tell exartillery in use by Gen. Haig is actly how many inches a horse remounted on especially constructe quires in a stock car and how many platform cars, which are drawn over requires to unload the tracks ballasted to withstand the heavy impact of the firing. These elephants. There was an intense Americanism in the directness with ponderous cannon are often backed which the work was done that against concrete works at variou charmed these Germans.

points when they are discharged. Now for the lesson! Where do they They took copious notes, nade measurements; they timed op- America stand? We are unable to erations; they followed the big show move even our freight! What would all over Germany, as completely lost we do in war? The problem Gerin wonder and admiration as any boy many faced is multiplied with us who ever carried water for the ele- thousand times. Where German phant or crawled under the canvas. had one mile of frontier or seaboard

That is one of the secrets of Ger-man success—the scientific utiliza-tion of the railroads of the empired but the mere transportation

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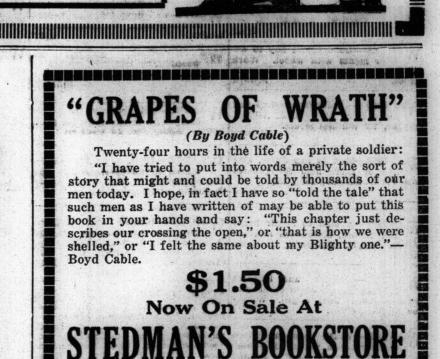
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for military purposes. Just as the 000 people to New Haven for a foot circus developed a field kitchen, ball game takes a month's prepara which could be set up and put in tion and causes almost nervous pros

operation in 20 minutes, so the Ger-man field staff adapted the idea of Witn Witness the trouble we had get feeding thousands of troops on the ting a few thousand troops to Mexmarch. Just as big Bill Hyatt had ico last summer. The Spanish-Amerithe spacing of horses and animal can war necessitated the carrying of in the freight terminals of the great vans all figured out to the fraction troops at irregular intervals. When of an inch, and could transport his the soldiers began to come back giraffes in such a manner as to es- from the south the railroads com-cape the lowest tunnels on the route plained bitterly of the pressure. They so the German transportation ex- asked the government to go slow, for perts began to study their problem. the passage of more than 500 men a The answer you know; you know day through the big Pennsylvania how they have kept their troop terminal at Jersey City was regarded trains weaving to and fro across the as making the "congestion of traffic imminent.'

German empire these 30 months, Invaders Could Beat Us to It. Under the present regime, if an army were started from the east to defend the Pacific coast against a like shuttles in a vast loom, dropping an army corps on the east front to-day to confound the Russians in the Masurian lake country, and whirling it back to the west front rdun. It has been the wonder of sea in time to repel the invaders. A ments of food are interrupted, even military world, the fluidity of glance at the railroad map of the for a day. Many of the supplies like next week to reinforce the attack on Verdun. It has been the wonder of the German force.

But it is merely the development of the idea which they took from the American circus, the embodiment and glorification of things American. far are the railways from the boundaries and coastal lines. Even in these times of peace our roads are unequal to the situation. Embargoes exist against many class-Where Railways Are Primarily

Millitary. With the quickness and precision of an American circus as a basis, the es of freight. The roads strain even Germans developed a railway system under the burden of bringing food to for military ends which is unequalled our centres of population; they are hard put to deliver the fuel rein the world. The American railroad is laid with the sole purpose of commerce. An and workshop and to warm the dwel-

J ST. ETIENNE BOULT IACLE FRESNES HEUTRESIVILLE HILLAIR ST.MARTIN RHEIMS Fort Po

lings of the people. The congestion railroads of the United States canno be measured in terms of statistics. Suppose the roads had to hustle half a million troops and their equip ment across the continent against time! It would naralyze them, Civilians in many cities would be near

starvation. mandments" for war time: When war breaks all civil traffic

force which was coming from Hawaii are constituted, there is none which it would not be able to arrive at the does not feel distress if its ship-

United States shows that there are milk are perishable and are sent even what is rationed. Ration yourself. long reaches on the Pacific and also ery 24 hours. along the Mexican border which According to the estimates of the what is rationed. Ration yourself. "3—Hoard the products of French soil, so that your fathers, sons, hus-far are the railways from the days food in the metropolis. It is bands who shed their blood to de-difficult to tell what reserves are fend you may not be deprived of houndaries and coastal lines.

really at hand in the storage ware- them when needed. uses and on the shelves of dealers, large and small. Practical railroad men say that 48

hours' interruption of food supplies would be all that the great cities like ed sheds. New York, Philadelphia and Chicago could stand. Any scheme of mobili-The railroads would be a power for defence if they were double-tracked throughout the country. The zation would thus be greatly hamper-ed by the requirements of the civil

In the event of war all the railroads might be taken over by the government. If not that their operations might be directed by a board f army officers and traffic executive. There are in the country 252,0000 miles of railroad track, all but 10 per cent. of which is single. The rapid transportation of food and sup-plies for both armies and the citizenry would require double and triple and even quadruple tracks. The railroads of the United States have in all 2,447,178 cars, an increase of half a million over what ployed they had 10 years ago. Car shortages are due more to limited track facili ties than to lack of rolling stock. The average distance each freight 800 flat cars car is taken a day under existing conditions is 26 miles. In othe words the freight cars of the coun-

not spend the gold reserves indis TenCommandments pensable to victory. "5-Waste nothing. All waste is a crime which compromises national For French People crime which compromises na defense and prolongs the war. "6-Buy nothing but that which s needed. Do not hoard foodstuffs. -----This augments prices and deprives The French League of Patriots i less fortunate people of things neces circulating the following "Ten Comsary for existence.

"7-Do not travel without neces "1-Don't forget that we are at sity. Understand that our trains are war. In your smallest expenditures before all, destined for transport of troops, revictuallement of poulations never forget the interest of your and the needs of national produccountry. "2—Economize the products neces tion.

"8-Do not remain inactive. Ac sary to the life of the country; Coal, bread, meat, vegetables materials, cording to your age and faculties leather, paper and petrol. Accept work for your country. Never con-sume without producing. Idleness is lesertion

"9-Accept without a murmur the privations imposed. Think of the sufferings of those who fight for you, of the martyrs of French towns "4-Deprive yourself of products whose homes are devastated by the which France must pay abroad. Do

nemy. "10-Remember that victory be in demurrage for their use as wheellongs to those who will have to suffer a quarter of an hour longer. For France to live it is necessary that she must be victorious."

situation of the United States is critical. Last year there was smalle

railroad construction than in any year, omitting the civil war, since STOP A COLD IN 1848. In the last year there was less ONE NIGHT than 1000 miles of new railroad constructed in the United States. As an example of the equipment Take Veno's Lightning Cough Cure. equired for troops the governmen figures show that the total number You cannot always avoid coughs, of the forces sent last summer to the colds and La Grippe, but you can avoid letting them develop into more serious trouble. Veno's Lightning Mexican border was 156,000. For the transportation of 100,000 guardsmen the following equipment was needed for the 250 trains em-490 locomotives. 3.000 passenger cars. 2,000 stock cars. 1.300 box cars. 400 baggage cars. If these cars had been combined in

serious trouble. Veno's Lightning Cough Cure will stop an ordinary cough in even night if taken on the first indication of trouble. A dose in time may save you from long ill-ness and heavy expense. Keep Ve-no's ready for use should you or your children need it. Being free from done it is the surest remedy for from dope it is the surest remedy for children. Veno's Lightning Cough Cure is the famous British remedy

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