

## Public Opinion

### WHERE ARE THE RECRUITS?

(Boston News Bureau).

Everybody shouts and hoists the American flag, but where is the recruiting? Where are the million men Mr. Bryan declared would spring to arms at their country's call?

### YOUTHFUL.

(Southern Lumberman).

Not all the young cities are in America. New York was nearly a hundred years old when St. Petersburg or Petrograd, as it is called now — was founded by Peter the Great, after he had fought his way to the Baltic Sea and won a seaboard for Russia.

### AFTER MANY YEARS.

(Southern Lumberman).

China seems to be about to throw off the dreadful burden of the traffic in opium. The ancient country has been wrestling with the opium problem for a long time, but has been balked by the commercial greed of Christian nations. From Hongkong recently came this news:

It seems probable that Hongkong's annual trade returns for 1916 are the last in which opium will be considered as a factor of any consequence. Only five years ago this trade in the colony and into China was one of the greatest features of the local commercial life, not only in its general volume, but also in its relation to banking and finance, as it involved from \$12,000,000 to \$20,000,000 annually and represented one of the most profitable lines of business in the port.

### FISHERMAN AND KING.

(Boston Transcript).

A fisherman can look at a king. He surpasses the cat in the ability to shake a king by the hand. Mr. Tom Wing, M.P., tells how he accompanied one who was awarded the V. C. from a mine-sweeping trawler to Buckingham Palace to receive his decoration from the King of England.

"He rolled along with me in true seafaring style," said Mr. Wing, "until, as we approached the gate, I remarked, 'We must pull ourselves together, otherwise we shall not be admitted.' My gallant friend, who had been chewing a plug of tobacco, took it out of his mouth and carefully put it in his cap.

"It is usual for the King to shake hands with recipients, and when he did it on this occasion my man would not let go. He held on, and to make certain it was all right, he put his other hand on it. Then he looked at his Majesty, as much to say: 'Are you the King, or are you only "kidding" me?'

"When we got outside he said it was all like a dream, and he felt for his pipe to make quite sure he was awake."

### KEROSENE AS A MOTIVE POWER.

(Wall Street Journal).

A device which permits use of kerosene instead of gasoline in automobiles is reported to have been perfected by A. C. Van Kirk, chief engineer at Gardner-Harvey paper mill. Should this invention do what the owner claims, and what a practical demonstration is said to have proved, it will probably revolutionize the automobile industry. Paper Trade Journal says a test shows that on 10-cent coal oil the same results were achieved as with 22-cent gasoline.

A trial trip was made on the Hamilton Pike, near Cleveland, O., a representative of Standard Oil Co. starting the machine with gasoline, gradually cutting down the supply until after being run a few blocks, kerosene was used exclusively. With the gasoline cut off entirely the machine made the hills of the pike without a cylinder missing and without emitting smoke from the exhaust pipe, as usually seen when kerosene-burning devices are used.

This oil-burning device, which has been patented, is said to work perfectly, does not cause carbon to form on pistons and serves to keep spark plugs clean at all times. Either kerosene or gasoline may be burned independently, or together, the supplies being controlled from throttles on the steering wheel, and is taken directly in to manifold and does not pass through the carburetor.

### HOW HE PREFERS TO DIE.

(Arizona Ace).

The miserable miscreant who assaulted us in the dark last night, using a club, naturally failed of his dastardly purpose. His work was entirely rudimentary, vulgar and coarse. We are indifferent as to whether we die with our boots on or off, but as we are living the intellectual life—and making money at it, too—we have a pardonable pride in wishing to shuffle off, if the shuffle is squarely up to us, with our brain block pristinely intact.

### A PEACE SUGGESTION.

(Providence Journal).

If Germany is forced to sue for peace, it would not be astonishing if the Allies were to insist that every vessel torpedoed during the war must be replaced by a ship to be transferred from the flags of the central powers to those of the fleets from which so many subtractions have been made by the submarines. Such a penalty would both impose poetic justice and be an intensely practical way of exacting indemnity which would not be so well expressed in terms of money alone.

### RUBBER IMPORTANT IN WAR.

(San Antonio Light).

It is interesting to note that without rubber the submarine and the airplane, two of the most important military agencies of modern times, would not be possible. In submarines, battery cells, separators, insulators, gaskets on doors, hatch covers, torpedo tube covers and valves for water tightness are among the items of equipment in which rubber plays an important part.

On airplanes, rubberized fabric for the wings, radiator hose, shock absorbers, axle cushions, speedometer, shaft guards and tires are among the products in rubber which are indispensable.

### THE ONE WEAK SPOT.

(Buffalo Commercial).

The one weak spot in the armor of the Allies is Russia. There is no disguising the fact that in London, Paris, Rome and Washington a great deal of apprehension exists that the Muscovite Empire may wholly collapse this year under the sledge hammer blows that von Hindenburg is preparing to rain upon it. The other danger, the submarine menace, while still grave and threatening, is not so acute.

The Russian empire has plenty of men and an abundance of ammunition; also vast supplies of grain which have not been able to find a market abroad. But the question upon which hinges Russia's ability to match her foes this spring is almost solely one of transportation. Can the government move the grain, the munitions, the guns and the men to the battle lines and keep the arteries of traffic open at all times? Upon this issue hangs the fate of Russia and possibly of the entire Allied cause.

### SIR DOUGLAS HAIG.

(Collier's).

If the British army should break the line this summer, the greatest figure in all British military history will be Sir Douglas Haig, commander-in-chief of the group of British armies in France. With his talent and his legions rests the final decision. . . . An invisible commander, Sir Douglas, a silent man in the background directing vast forces. Not one out of ten of his soldiers has even seen him. Yet no other general has had such an influence on any army as he on the British. . . . The army knew of Haig, but the public knew nothing of him. He was a soldier's soldier. To no leader is publicity so irksome as to him. Nobody could be more incapable of pose, and nobody could make less fuss in the command of a great army. . . . If ever a commander was chosen by the silent vote of an army, it is he. When it was rumored that Sir John French was going to retire and I asked the question who should take his place, the answer was always Sir Douglas Haig. Through all the struggle Haig has been at the front, proving himself to junior commanders and to the French as capable for high command in modern warfare. In a month after he became commander-in-chief the whole army felt the tightening influence of a new hand.

### "A NEW REASON FOR PRIDE."

(New York Times).

Canada has a new reason for pride. It was great good fortune for her that the taking of the Vimy Ridge, for which the Allies had poured out so much of their blood, fell in the long run to her. April 9, 1917, will be in Canada's history one of the great days, a day of glory to furnish inspiration to her sons for generations. Her new ally salutes her and rejoices with her.

### H. C. OF SNEEZING.

(Ohio State Journal).

One of our eminent scientists, who doubtless has made an exhaustive study of the subject in hand, announces that if a man coughs four times an hour for a ten-hour coughing day he uses up the energy provided by eating three eggs, and we guess we must have sneezed away as much as a peck of potatoes yesterday.

### AN OLD STORY.

(New Bedford Mercury).

This is not the first time a drive has been made upon the British merchant marine. In the war of the Spanish succession, at the beginning of the eighteenth century, according to a historical summary at Paris, England lost 1,300 vessels. In the Seven Years War, in the period between 1756 and 1760, she lost 2,500 ships, and during the Revolution, when the French Government concentrated all its naval efforts on attacking commerce, the French seized 2,400 British ships out of 16,700; but by 1800 the British merchant marine had risen to 17,900 ships.

### UNIQUE IN INFAMY.

(New York Sun).

The curt conciseness of this cable to the office of the American Fund for French Wounded carries a certain conviction that the most eloquent news despatch often lacks: "Terrible condition Noyon. Urgent appeal for condensed milk and rice. Children pitiful. Scurvy. No meat seventeen months. All girls over 15 carried off. Any food, serviceable clothing or money sent us will be carefully distributed." All girls over 15 carried off! In what other war of the last two centuries outside of Asia Minor has such a statement been made? Against what European nation other than Germany could the charge truthfully be brought?

### "HER EYE ON THE CLOCK."

(London Daily News).

It is important to remember that the essence of the German calculation is time. Time has always been her enemy, for land power is in the position of the sprinter in a race and sea power is in the position of a long distance runner. Germany has fought the war, as it were, with her eye on the clock. That fact was never more imperious than now. We cannot say how near she is to collapse. She may be very near; she may, on the other hand, be able to survive to the next harvest. But what we do know absolutely is that she is gravely impoverished, that she has long been suffering from a shortage of essential things, that she is a nation on an existence diet. And that fact, operating over months, is lowering the vitality and fighting strength of the nation. It may not mean imminent collapse, but it means certain depreciation, the weakening of nerve and the failure of morale.

### TRANS-SIBERIAN.

(Southern Lumberman).

The Trans-Siberian railroad is a continuous route from Petrograd to Vladivostok, a distance of 5,481 miles. Vladivostok is the "farthest east" of Asiatic Russia. The railroad was completed in 1902. It is Russia's only big transportation outlet in winter.

As everybody knows, Russia has long yearned for an ice-free port. She hates to be all bottled up in ice. That is why she craves possession of Constantinople and the Dardanelles, though by long practice she has almost made herself believe that her motive is to substitute the Cross for the Crescent on the dome of St. Sophia, which used to be a Christian church, but is now a Mohammedan place of worship.

The Trans-Siberian route is a big thing in the way of a railroad, so far as length is concerned, but it is a single-track road, which is a deplorable form of inadequacy. Nevertheless, the road has given a great impetus to agriculture and business enterprises as well as to Siberian colonization. Russian financiers believe that in time this road will feed the world from the vast grain lands of Siberia.