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everywhere. Head Office, Royal Bank
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ada. Booklet free.

LLOYD GEORGE MAKING PLANS FOR THE TEST

Contemplates General Election
to Seek New Mandate
from the People.

London, Jan. 5.—One of the many
anomalies of the career of Premier
Lloyd George, the only national leader
who has weathered the last days of
the war and the three years of transi-
tion, is that he has had no political
machinery of his own making, or even
under his personal control, to keep
him in office. But he and his friends
realize that this situation cannot go
on forever, and while the Premier is at
home his adherents are forming what
they hope will be a national Lloyd
George organization, which probably
will be known as the National Liberal
party.

Their hope is that they can call a
general election, and, on the strength
of the success in settling the Irish
troubles, will sweep the present Gov-
ernment back into power. Their plan
is to hold the election in February or
March, but the timid ones fear the
evil effects of unemployment, and the
more of which are blamed on the Gov-
ernment by the labor leaders, would
more than discount the Irish success,
and that it would be dangerous to
call the people so early for a new man-
date.

The Coalition Liberals in Parlia-
ment for some time have been irritated
because the policy of the Government
has been sunk into the coalition Govern-
ment and hidden behind the big Unionist
majority. With the assistance of the
Premier and other Liberal members of
the Government they have been per-
fecting an organization throughout the
country. This work was given a great
impetus by the recent visit of the
Premier to Liverpool to discuss the
Government's Irish policy. While that
conference, by a huge majority, an-
nounced what the Government had done
and was doing regarding Ireland, the
vote was given more to support the
Government, of which the Unionists
formed such an important part, than
as any real whole-hearted substantiation
of the cabinet's policy.

After this meeting, the Coalition
Liberals worked all the harder. Now
their district bodies have been whip-
ped into such shape that they feel
justified in calling a national meeting
in London for Jan. 19, when a national
executive committee is to be formed
and the new organization given its of-
ficial title, which is expected to be the
National Liberal Council. Mr. Lloyd
George expects to attend the meeting,
and some of his followers hope he will
announce a date for the general elec-
tion. Others, however, believe that
during the three or four days of the
meeting he will be content to watch
the forming of this new organization
and will leave the election date an-
nouncement until such a time as he
may deem more suitable.

At this time Premier Lloyd George
has no intention of throwing over the
Coalition Government and any elec-
tion platform will call for the "re-
statement of that Government on the
basis of its achievements. The Premier
still wants to head the coalition if
for nothing more than the very good
reason that he could not hope to win
an election with his newly formed
party. But he cannot head the coal-
ition and be the formal head of one
part of that body, so the lot of leading
the new lineup probably will fall to
Winston Churchill.

'LANDIS OF FILMS' POST OPEN TO CHARLES HAYS

U. S. Postmaster General to
Consider \$150,000 Job Jan-
uary 14.

New York, Jan. 5.—Will H. Hays,
Postmaster General, told yesterday
that he had decided to open the
office to "Landis of Films" and to
allow him to become "high arbiter" of
the film industry. Mr. Hays added
that he would not make a final
decision until after a conference in
Washington on Jan. 15 with the heads
of the industry. Mr. Hays added
that he knew nothing about the propo-
sition at present except in "a general
way," but that it was too important a
matter to be dismissed without the
fullest consideration.

Mr. Hays, who received an injury
to his back in a train crash at Man-
hattan Transfer on October 28, has been
absent from his office for several weeks,
and during his absence the duties of the
office have been performed by Col. Wm. B. Thompson
in New York. Before taking his
train at the Pennsylvania Terminal
yesterday afternoon he talked in Post-
master Morgan's office across the
street, where, he said, he was feeling
better than at any time since 1913, the
last time he had been able to remember of
having "any vacation."

"It is true that I have received the
business and legal offer from the
Landis film company," said Mr. Hays.
"These gentlemen who have been
planning this business have been reaching
plans for its betterment. Just now I
cannot give the matter the thought and
consideration that, of course, it de-
serves. My immediate desire is to get
back to my job at Washington and to
work again. I have therefore suggested
that I would be glad to meet them
about the middle of January and, after
a frank discussion, give them my an-
swer. To this they assented, and ac-
cordingly I will see them probably on
Saturday, Jan. 14, in Washington. Un-
til then I am 100 per cent. concentrated
on Post Office matters."

Mr. Hays explained that it was de-
sired he take hold of the business or-
ganization and legal end of the motion
picture industry, and that no merger
with the film industry, the control of prices
was contemplated.

"This job would have about the same
relation to motion pictures that Judge
Landis has to baseball," said he. "It
would be to rule the industry, to de-
velop it to uplift it morally and to in-
crease the interest of the public."
According to a statement issued by
the Goldwyn Pictures Corporation, Fox
Film Corporation, Universal Film
Manufacturing Company, the Vitaphone
Company and the Pathe Exchange, it
is planned to create a body
to supplant if not recognize on a
widely extended scale the National
Association of the Motion Picture In-
dustry. To assume charge of the legal
and business end of this new body is
the offer which has been made to Mr.
Hays and which he will consider.

FRANCE ASKS THAT GERMANY KEEP PLEDGES

Opinion Hardening That Re-
paration Problem Should be
Settled at Cannes.

Paris, Jan. 5.—On the eve of the
departure for Cannes of Aristide
Briand, minister of foreign affairs, and
of the French plenipotentiaries, the
opinion of the French government is
hardening. But briefly, it is believed
here that questions should be ap-
proached in proper order, and that
before the greater project of the re-
constitution of Europe is taken up by
ministers, the smaller, but for France
the vital problem of reparations due
to the victors, shall be settled.
There is then likelihood of a prelimi-
nary debate on this point.

Mr. Briand is, it appears, indisposed
to confirm other schemes until he has
obtained satisfaction for his country,
and it is obvious that he has some ad-
vantage in being in a good bargain-
ing position. England is so anxious
to restore possible trading conditions
on the continent, that it is felt she
is bound to support France in her
demands for full payments in one way
or another during 1922.

French tactics are based on the
one hand on ratification of the Wies-
baden accord, and on the other com-
pensation for it. When she has ob-
tained what she requires, and inde-
pendently what she is entitled to, she
will certainly cooperate in any work
of restoration.

New Policy Looked For.
Although the Canadian Conference in
itself will have a preliminary rather
than a decisive character, it is ex-
pected to settle the direction which
European policy will take. In that
case it may turn out to be the most
critical meeting yet held. Here it is
freely admitted that an entirely new
policy departing radically from the
policy of Versailles may result from
Cannes. A suggestion that comes
from England asking France to with-
draw her troops from the Rhineland
in condition of obtaining a definite
alliance with England is not regarded
favorably, and such men as Andrew
Lefebvre condemn the supposed British
offer as too late, and issue warn-
ings against France becoming the vic-
tim of fresh illusions.

The message of the German Chan-
cellor to America, speaking of general
reconciliation, is considered to be
a new offensive having for its ob-
ject the placing of France in a dif-
ficult position. It is better to say
plainly that there is great discor-
diance between French and British opinion,
and it is in order that France may
explain her policy before the British,
Belgians, Japanese and even the Amer-
ican observer that Mr. Briand con-
sents to go to Cannes.

There are many signs of a broader
outlook but for immediate purposes,
which are probably bargaining pur-
poses, the French hold to the sched-
ule of payments. Opposition may not be
so flat as it appears, and it is on the
basis of the Wiesbaden accord that
the idea of Germany paying this year
500,000,000 gold marks instead of
2,000,000,000 gold marks has been ad-
vanced. It is so much more than the
division of the first 1,000,000,000 marks
received last year has yet to be de-
cided, and the Allies are wrangling
over these high fruits of the treaty.

The thesis of Dr. Rathenau, who
will seek to expound it at Cannes, is
that all countries should unite in the
regeneration of Europe. It is in that
regeneration that Germany is allowed to
acquit her debt as far as possible in
material. England will agree to some
measure of surveillance of German
finances, but does not accept the
French demand of full control.

The attitude of Belgium is that
there should be no diminution of the
charges Germany owes. The French
priority should be maintained. Japan
has only a secondary interest in
reparations, but is greatly inter-
ested in the reconstruction of Europe
and Central Europe and will undoubt-
edly back up Britain.

America is considered to be looking
on with curiosity and concern at the
presence of Colonel Harvey who should
have some influence on the proceed-
ings, although he takes no active part.

Canadian Leader On Maiden Voyage

Began Voyage from Montreal
Last May and Has Since
Travelled 33,000 Miles.

S. S. Canadian Leader arrived in
port yesterday morning from New
York and docked at McLeod's wharf,
completing her maiden voyage begun
at Montreal on May 16 on which she
travelled 30,000 miles. The big freight-
er, however, sailed splendidly and Capt. M. H.
Robertson, who is in command, spoke
very highly of the work of the build-
ers, and also of his engineers. From
Montreal the Leader went to New York
where she discharged a cargo of grain
proceeded to Saigon, in French China,
where she loaded rice for Cuba. On
her way to Cuba she called at Durban,
South Africa for coal, this being the
only break in the 14,000 mile journey.
From there she went to Madras via
the Suez Canal and after calling at
Calcutta and other Indian ports she
proceeded to Saigon, in French China,
where she loaded rice for Cuba. On
her way to Cuba she called at Durban,
South Africa for coal, this being the
only break in the 14,000 mile journey.
The 5,555 miles between Saigon and
Durban and the 7,000 miles from Dur-
ban to Cuba were covered without a
misgiving. The rice was discharged at
eight Cuban ports. She then took on
51,000 bags of sugar for New York. At
leaving New York she encountered
very heavy weather. The cargo was
lost in the 14,000 mile journey. In
John coming of rubber and tea loaded
at Calcutta. The Leader is a vessel of
3,300 tons gross. Capt. Robertson is
well known in St. John. His last trip
he was in command of the Canadian
Pioneer which brought a cargo of tea
from India last winter inaugurating
the service between that country and
St. John. This is the third arrival from
the east in the last few weeks.

Utterior Reasons In Submarine Policy Adopted By France

British Naval Circles Consider
French Demands More or
Less of "Bluff."

London, Jan. 5.—Much speculation
is going on in naval and political circles
here with regard to the attitude adopt-
ed by the French representatives at the
Washington Conference in France's
demand for a huge submarine fleet.
Looks at from any viewpoint the
proposals are considered to be so ut-
terly at variance with the essential
needs of the country, that it is felt
there must necessarily be some ul-
terior reason for jeopardizing the suc-
cess of the conference, to say nothing
of the risk of impairing the pre-
valent friendship existing in the past
between the United States and France.

That long changes are being taken
is a generally accepted fact. Further-
more the reasons advanced in support
of France's plea for a vast submarine
fleet are looked upon as wholly in-
adequate. Arguments for a sub-
marine as a weapon of coast de-
fence have been completely ridiculed
likewise the pronouncement that the
French are necessary in order to guarantee
safely for the transport of her troops
from Northern Africa.

It was surface craft, and surface
craft only, that enabled the millions
of British troops to be transported
safely to France during the recent
war, and only by similar means will
French troops be able to cross the
Mediterranean Sea.

French Finances.
Apart from anything else, the
French financial situation is not look-
ing at all promising. It is not likely
that such an ambitious program as
that proposed. In fact, it may be said
that the whole matter of the sub-
marine proposals as put forward in
Paris is considered to have a far
deeper meaning than would appear
at first sight.

Briefly it is not thought that the
Premier is ever likely to carry out
his intention of carrying through his
proposals in effect, but that the de-
mand will be used as a quid pro quo
for some political bargain that will be
developed later.

That a demand for such an exten-
sive program of underwater craft
should ever have been put forward is
greatly regretted in diplomatic circles
here on the grounds that it gives
much unnecessary prominence to the
wide divergence of views held by British
and French statesmen on matters
of European policy.

In view of the fact that the result
of expert official opinion, gained
through profound study of submarines,
has definitely limited the sphere of
their activity to attacks on merchant
shipping, it is cause of profound con-
cern that France should still persist
with her demand for a submarine ton-
nage up to an extent of 90,000 tons.
This is out of all ratio to the 175,000
tons of capital ships.

MARINE NEWS

MOON PHASES.
First Quarter Jan. 6
Full Moon Jan. 13
Last Quarter Jan. 20
New Moon Jan. 27

TIDE TABLE.
High Water at
Low Water at
High Water at
Low Water at
High Water at
Low Water at

PORT OF ST. JOHN, N. B.
Friday, January 6th, 1922.
Arrived Thursday

SS Dunbridge, London.
SS Canadian Leader, New York.
SS Canadian Trooper, London and
Swansea.

Cleared Thursday
Coastwise—St. Emrys, 613, Mo-
Donald, Digby.

British Ports
Southampton—Arrd Jan 3, str Scan-
dinavian, St. John.
London—Arrd Jan 3, str Comino, St.
John.
London—Sld Jan 3, str Canadian
Trapper, St. John.
Plymouth—Sld Jan 4, str Hastings
County, St. John.

From Rotterdam
SS Ballygally Head, arrived yesterday
morning from Rotterdam and Ham-
burg, with general cargo. She will load
a return cargo for the same ports.

Radio Station Reports:
S. S. G. S. Aberdeen docked at
Yarmouth.
S. S. Canadian Leader passed in.
Noon, S. S. Canadian Trooper anchor-
ed off Partridge Island.
S. S. Canadian Squatter 50 miles dis-
tant.

Schooner Notes
The three masted schooner Frances
Parson, which is lying at South Mar-
ket wharf, has been sold by her own-
ers to Captain E. Williger and others
in Parramoo, N. S.

The schooner Jewell, which sailed
from here Tuesday for Liverpool,
N. S., will load a cargo of pulp for
New York.

The schooner Jester and Alice put
in yesterday morning for harbor.

Steamer Movements
S. S. Canadian Trooper arrived off
the island at noon yesterday from
London and Swansea. She will dock at
London.

S. S. Canadian Squatter bound to St.
John from Glasgow and Halifax arrived
last night.

S. S. Canadian Trapper sailed from
London Tuesday for St. John.

S. S. Scandinavian arrived at South-
ampton Tuesday for St. John.

S. S. Minnedosa arrived at Halifax
Wednesday en route from St. John
to Liverpool.

S. S. Dunbridge arrived at noon
yesterday from London.

S. S. Hastings County sailed from
Plymouth Wednesday for St. John.

S. S. Comino arrived at London
Tuesday from St. John.

S. S. Sataris sailed from South-
ampton Tuesday for Halifax and New
York. She has 21 cabin and 61 steer-
age passengers for New York.

S. S. Cape Point was reported
300 miles off Cape Sable at 5:30 Wed-
nesday afternoon, en route to St. John
from London.

Payment in Material.
S. S. Brynild is due about Satur-
day to load potatoes for Garveston.

S. S. Brantland is due Saturday with
sugar from Sweden.

The steamer Manchester Hero was
due to sail from Manchester for this
port on Saturday. No word of her sail-
ing has been received here as yet.

The steamer Canadian was
sailing for Cardiff and Swansea, call-
ing at Halifax where she will take on
additional cargo of 10,000 barrels of
apples.

**Science Monitor in the
Following Notes:**
"The quickest way out of the dif-
ficulty," he said, "is to tell France to
build her submarines. They are a
highly technical craft and the most ex-
pensive, not for tonnage, but for which
she has had little or no experience—in
other words let us call her bluff. We
shall then see what it is she really
does want, and I am confident it is
not submarines."

Meaning interest is concentrating
on the meeting of the Supreme Council
at Cannes, where it is probable that
Aristide Briand will disclose the
French policy and at the same time
make a bid to regain the confidence of
America. One way in which he may
do this is by advocating President Wil-
son's adaptation from the German
proposal of "freedom of seas" that is
the abandonment of the blockade,
the free movement of goods, carrying
supplies to the enemy, is concurred.
In other words while France would
prohibit all transit of supplies across
land, which she controlled in time of
war, she will demand freedom of the
sea for this very purpose. Just what
the American opinion would rise to a
bait that has grown somewhat stale
with time, it is impossible to say.

Classified Advertisements

One cent and a half per word each insertion.
No discount. Minimum charge 25c.

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WANTED—Second Class Female
Teacher. Apply stating salary to D.
B. Baird, River de Chute, N. B.

WANTED—First or Second Class
Teacher. Apply stating salary to
M. H. McFarland, Secretary School
District No. 5, Havelock, Kings Co.

WANTED—Roomers and Boarders.
Phone 2746-32, North End.

COOKS AND MAIDS
WANTED—Cook and Housemaid.
Reference required. Apply Mrs. H. N.
Stetson, 161, M. Pleasant Ave.

MAID WANTED, small family, small
house, no washing. On car line, Ring
Main 1987 or Call Mrs. Royden Foley,
Mount Pleasant Ave., East St. John.

ENGRAVERS
F. C. WEELEY & CO., Artists and
Engravers, 59 Water Street. Tele-
phone M. 982.

MAIL CONTRACT
SEALED TENDERS, addressed to the
Postmaster-General, will be re-
ceived at Ottawa until noon, on Fri-
day, the 10th February, 1922, for the
conveyance of His Majesty's Mails,
on a proposed contract for ten years,
6 times per week on the route Chip-
man Rural Route No. 2 from the 1st
July next.

Printed notices containing further
information as to conditions of pro-
posed contract may be seen and blank
forms of Tender may be obtained at
the Post Offices of Chipman, Briggs-
Corner, Gaspereau and Upper Gaspe-
reau, and at the office of the Dis-
trict Superintendent, St. John.
H. W. WOOD,
Acting District Supt.
Office of District Superintendent,
St. John, Dec. 27, 1921

BERLIN BARS QUACK CURES FOR ITS ILLS

Only Curative Is Big Reduc-
tion in Reparations—Fast
Reducing Expenses.

Berlin, Jan. 5.—The idea of an inter-
national coinage for Germany has been
advocated by Dr. Daiber of the Ger-
man Export License Board, who wants
to introduce a gold mark of the value
of the English shilling for use in in-
ternational trade. But the most pro-
minent German experts are as op-
posed to this as to the Vandevelde scheme
for a bank of the United States of
Europe. They declare it would more
introduce a new complication in
business and entail new exchange
quotations, since manufacturers and
business men are obliged to convert
international into domestic coinage in
payment of wages and other produc-
tion costs.

German financiers in an overwhelm-
ing majority reject all these new fan-
gled nostrums and financial patent
medicines, declaring the only cure for
Europe's economic illness is to bring
Government revenue and expenditure
into balance so as to obviate cur-
rency inflation; to fix German reparations
liabilities at a point which the coun-
try can bear, and to get to work. The
prescription is simple, but the cure
must be slow and gradual.

Running Behind on Expenses.
They also indicate that no repa-
ration scheme yet proposed offers any
prospect of checking the emission of
paper money, ardently as this con-
summation is preached by Entente and
Reparation Commission representatives.
Germany is now running be-
hind on expenditures at the rate of
more than 20,000,000,000 paper marks
or \$10,000,000,000 weekly. New taxation
and collection of taxes already on the
books are perhaps sufficient to wipe
out this deficit, but the operation of
the Wiesbaden agreement, upon which
France and England apparently are
now basing plans for French repa-
rations, will force Germany to print as
many billions more to pay for the ma-
terials and manufacturing supplied.

It is again declared, too, that pay-
ment of a half-billion gold marks in
cash during the first four months of
1922, in addition to payments in ma-
terials, as contemplated by the En-
glish and French premiers, is abso-
lutely out of the question, as the max-
imum amount of foreign drafts avail-
able is 200,000,000 marks. Germany
also must pay as additional repa-
rations 2,200,000,000 pounds monthly on
a clearing procedure in settlement of
pre-war debts, and repay short-time
financial credits for heavy imports of
American grain before the next har-
vest.

Criticism Consortium Plan.
German business men and financiers
have too little knowledge of the de-
tails of the scheme for a financial con-
sortium for rebuilding Europe, which
has been devised by British and

EMPLOYMENT WANTED FOR:

3.—Male cook, married, desires im-
mediate employment as cook or other
work.
4.—Experienced checker willing to
work as a checker or any other em-
ployment.
7.—Painter and decorator, single
man, willing to take position outside
of city at painting or other work.
10.—Fireman, married man anxious
for immediate employment.
15.—Man with hospital experience
or any light work.
18.—Shipping clerk, married man,
will take any class of work.
19.—Cooker, married man.
20.—Auto mechanic.
22.—Meter reader, married man,
reference first letter.
27.—Man experienced in construc-
tion work desires immediate employ-
ment.
30.—Experienced carpenter, married
man, will work at any class of employ-
ment.
32.—Plumber and steel-worker.

WOMEN
Women desires work at scrubbing
and cleaning.
2.—Woman experienced in restau-
rant work desires employment.
4.—Woman desires work by the day.
Woman desires general work, or
sewing.
6.—Woman experienced in kitchen
work desires immediate employment.
PHONE MAIN 3423.

SALESMEN WANTED

WANTED—At once, "The First-
Class Salesman" to handle the best
calendar and novelty line in Canada,
in the Province of New Brunswick.
State full particulars, experience and
references first letter. Experience not
essential but salesmen of highest in-
tegrity and ability only need apply.
ROBB-SHELDON, LIMITED, Creators
of Distinctive Calendar Advertising.
Winnipeg, Man.

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PRIVATE DANCING LESSONS, 50c
afternoons and evenings. R. S.
Searle, Phone M. 4282.

MAIL CONTRACT

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the Post Offices of Oranmore,
Alcorn, Geary, French Lake and Wood-
side, and at the office of the District
Superintendent, St. John.
H. W. WOODS,
Act. Dist. Supt.

French business experts, to pass a
verdict on it. But they are inclined
to ask what is the use of a plan whose
primary mission, according to dis-
patches received here, is to reopen
railway and water routes and harbors
now supposed to be idle and to pro-
vide a new international currency.
The principal transportation routes
of the Central and Eastern European
States, with the exception of Russia,
are already in operation, and even
Russia, according to your correspon-
dent's observations last summer,
seems to have more transportation fa-
cilities than commercial freight to
transport.

Scher Calls Kaiser a Coward.
Admiral von Scher, who com-
manded the German fleet in the Battle of
J