

# POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY,

13, 1918

### The Evening Times and Star

ST. JOHN, N. B., JUNE 13, 1918.

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#### THE WAR SITUATION.

Canadians will be particularly interested in the grave statement made by Sir Arthur Currie at the dinner to the Canadian ministers in London.

"The situation in France is serious. There is no use hiding it. I believe the truth has been hidden too long. The German has struck four mighty blows with success, and it is just a question how many blows we can afford to endure. Personally I think the great factor is that if we can stop and fight the German we can kill a sufficient number that will make him sick. I believe that is the temper animating the whole army, and I know we shall never take such delight in killing him as when we need him. It comes to a question of who can stand the killing the longest."

Supplementing Sir Arthur's statement, a cable today to the Germans at several cost continues to push down the Metz Valley, but that further west the French have pushed the enemy off the hope of the Metz plateau and are seriously menacing the German centre. Today's report says yesterday's fighting did not materially affect the general situation, as each side made some gains, although it is held that the French can claim some advantage. As the Germans are fighting against time, the situation may fairly be said to be satisfactory from the Allied standpoint.

The fine exploit of two Italian torpedo boats in sinking one, if not two, Austrian battleships, is a bright page in the Allied naval record, and has aroused great enthusiasm in Italy.

#### WHAT GERMAN LOSSES.

The German people are responsible for the war. Three years or more ago it might have been argued with some apparent reason that the Kaiser and the sabre-rattlers of the Prussian military staff were responsible, but after nearly four years in which no word of protest has come from Germany against the atrocities committed and the destruction of life and property wrought by the war, it is plain that the German people as a whole must bear the burden of the war.

In the earlier stages of the war there was a tendency to talk as if at the end of it trade with Germany would be renewed, and even men of influence deprecated any suggestion that there should be a boycott of Germany or the seizure of German property. The feeling grows that the colossal crime against humanity must be adequately punished, and the German people excluded from the community of nations until punishment shall have borne fruit in real repentance and a complete change of heart. The German people do not lack intelligence, but the soul of the nation is dead. They must be taught a severe and lasting lesson. The blood of the men who have died in defence of an ideal would cry out from the very ground if the murderers Hun should be allowed to go on as they have. The world would cry out against the German people who have prevented the world from being a better place for the barbarous lust for conquest and the spoils of war. It is unthinkable.

Premier Hughes of Australia told a New York audience the other day that the country was embarrassed at the beginning of the war by German control of the mining and metal industries, and he made this significant assertion:

"There is no German now who has any interest of any sort or kind, nor will they be allowed when this war is over to hold any such interests, not though they be naturalized to the 10th degree. Having been caught once, we do not propose to be caught again."

That is the spirit of Australia. In the United States also the hostility to every thing German is growing. There is a National Security League which is forming branches all over the country. A branch was formed in Bangor this week. Its purposes are:

1. To combat German propaganda of all kinds and the teaching of German in the public schools and the publication of German newspapers for the duration of the war.
2. To support an Americanization programme which provides for the teaching of patriotism in the schools.
3. To assist in awakening the community to an appreciation of the absolute necessity of the adoption of the system of universal military training.
4. To establish an open forum where national and local affairs will be discussed, and where men who have been at the front may relate their experiences in a way that brings the war close to home.
5. To co-operate in the formation of groups of men and women who will devote ten minutes daily to physical exercise.
6. To support the war and stand by the President and Congress in all that they do for its efficient conduct.

In New York last week some fifty Germans were found exhibiting over the exploits of the German submarine in American waters. They were promptly

arrested and held without bail. The Bangor Commercial voices the growing American sentiment when it says:

"The yeast is working in the bread in this country, just as it has worked in France, in England and in Australia and the time is arriving when German sympathizers will not be able to cloak their real sentiments by slight contributions to the Red Cross or the Liberty loans, contributions made in the way of camouflage and with the hope of retaining trade and not from real wish to help or from any real sympathy with the German cause. As our people come to a realizing sense of the barbaric cruelty of the Germans who are now killing thousands of our young men in France they are waking up to the real situation. The study of German is being forbidden in our schools, German teachers are being dismissed, and German residents by the hundreds, perhaps by the thousands, are being interned. We are no longer taking for granted the loyalty of persons of German ancestry although born in this country and more lip service will not avail. Absolute, approved loyalty is the only thing that will serve for the American people are now realizing that all who are not for us are against us."

With such a feeling toward Germans in the United States rapidly growing it goes without saying that the people of Germany itself will be held to strict account after the war, and for many years after peace has been declared.

Not less significant is the British seamen's boycott of Germany, which it was agreed would continue at least a month after every crime committed by German submarines. According to a recent cable, "J. Havelock Wilson, leader of the British seamen, in a speech at Albert Hall, said that the 25,000 men in the shipping industry were determined not to tolerate any German on a British ship, and were agreed unanimously that they would not take a ship to any German port as long as the boycott lasted; and the boycott already extends to a total of over five years."

Germany knows what is in store for her if she fails, and that is why she has made great efforts to get a decision on the western front before the American armies arrive to give the Allies the superiority in numbers which will open the road to Berlin. But, in the words of Secretary Lansing:

"We must go on with the war—there is no other way. This task must not be left half done. We must not transmit to posterity a legacy of misery. We must not let this great conflict go down into the valley of shadow because our foe is powerful and injured to war. We must be prepared to meet disappointment and temporary reverse, but we must rise above them. With courageous hearts we must go forward until this war is won."

And when it is won the very name of Germany will be an offence to the nations. For generations to come the German people must pay the price of perfidy and crime.

The New Brunswick Power Company will not spare expense in the effort to get more money out of the people of St. John for its services. The city, therefore, should not spare expense in the fight for a square deal. If the company is to pay the people who not only pay now but for the years to come, it was wise to secure the services of Mr. John A. Sullivan of Boston, and he should be given all the expert assistance he requires. The coming investigation should result in such legislation as will effectively guard the rights of the city. That means a deep probe and a full exposure of power company finance for years past.

Fourteen counties are now under the provincial prohibition law, and the fifteenth will come in this month. This makes enforcement uniform and more effective. Chief Inspector Wilson has proved himself a very capable official, and deserves the endorsement given him by the temperance and religious conventions. The New Brunswick method of enforcement is attracting attention in Nova Scotia and elsewhere.

Lieut. J. B. Dwyer, who was a valued member of the Times writing staff before he went overseas, has been wounded. The staff of this paper join him sincerely in expressing the hope that he will soon be fully restored to health. A good writer, he has proved a good soldier. His letters are always of the cheery sort, such as one likes to read.

In three days in the Noyon sector the British and French airmen brought down twenty-nine enemy machines and dropped twenty-one tons of bombs. The growing Allied supremacy in the air is of immense value.

Something has come over the Scotchmen. Here is one of them rejoicing that there is no fight in the Presbyterian General Assembly this year over church union. No fight in the Kirk? Hoot! Mon.

Mr. Balfour says Japan will live up to her full obligations, and if fresh efforts are required of her she will not fail.

Sir Arthur Currie says the Canadians were never in fierce fighting fettle than at the present moment, or more eager to try conclusions with the enemy.

#### TO FRANCE.

(From "Why Don't They Cheer?" a new volume of verse by a Canadian poet, Robert F. C. Stead.)

We little knew thee, France: we thought—  
And God forgive us that our thought was sin—  
We thought thee fair without, and false within;  
And did not seek to know thee as we ought.

We knew the face thou turnedst tourist-ward;  
The painted face, the sensuous design;  
We held thy virtue subtle as thy wine.  
As cheap and subtle; neighbor, we have erred.

For thou hadst poured thy life in every word;  
And we had found the mould of our desire;  
We warmed our marrow at thy Latin fire;  
And found it hot, for we were Saxon-cold.

Forgive us, France, we passed the lie along;  
"A thoughtless people, frivolous and gay."  
And now we know thee, we can only say:  
Forgive us, France; we sinned; we did thee wrong.

How well thy sons have risen to thy need;  
But hark! Thy time shall beckon, age to age;  
The deeds of France, for France is great indeed.

And thou hast suffered; who shall count the toll?  
Thy cup of grief shall silently endure;  
But thy great spirit steeled with war;  
For France is still a nation and a soul!

#### LIGHTER VEIN.

A Fifty-Fifty Irishman.

In his book, "From Gallipoli to Baghdad," "Padre" William Ewing tells the story of a busy Irishman brought into the field-hospital suffering from many wounds.

"Sore, I'm half an Irishman."  
"And what's the other half?"  
"Holes and bandages."

Murphy Preferred Coasting.  
An officer on board a warship was drilling his men.

"I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now commence."

"Why have you stopped, Murphy?" asked the officer.

"Oh ye place, sir," was the answer, "Oh'm coasting."

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#### IN TANK BATTALION

Lieut. E. Edward Workman, only son of Mr. W. W. Workman, Montreal, president of the Dominion Steel Corporation, who is serving overseas with the First Canadian Tank Battalion.

"Food will win the war," Mr. Hoover declared. Then grow more of it—issued by the Canada Food Board.

The interesting situation in Ottawa in relation to street cars, electric light, heat and power.

(Ottawa Journal-Press.)

Too much should not be expected from the move in the city council to negotiate with the Ottawa Street Railway Company for purchase by the city of the railway. No need for haste by the city exists. The charter of the company expires five years from now, and the city will then have the legal right to take over the property and business, paying simply for the plant and equipment by arbitration. No negotiations will be necessary. The company will have no option. The city is therefore in an assured position, and is not called on to worry about buying the street railway at present unless a real bargain can be got.

Whether a bargain can be got at present is extremely doubtful. A compulsory arbitration would not be safe, because an arbitration would necessarily take into account the value of the plant and equipment of the railway, and current prices for such things are just about double what they were before the war, and probably far higher than they will be after the war, or at least five years from now.

Whether the city council would not be justified in committing itself without reserve to an arbitration to fix a price for the railway now, unless an unworkable case could be made out beforehand that the profits of the railway are likely to increase so rapidly during the next five years that an extravagant price could be paid for the property at once. We do not see how an unworkable case could be made out. It could only be based on the fact that the population of the city is likely to increase of any such increase. Several towns in the present population of Ottawa are here owing to war work only a decrease, rather than an increase, in population. Ottawa's population for a year or two after the close of the war.

The gain in revenue from reduction in expense can accrue to the railway by a transfer of ownership from private shareholders to the city. On the other hand, an increase of expense will be likely under civic ownership and operation. Whatever profit may be made by the railway is likely therefore to be lessened rather than increased by a civic purchase.

The one argument for dealing with the street railway company now rather than later is that the city has begun the negotiations with the city council and the Heat, Light and Power Company for the purchase of the latter's property and business has two powerful reasons which are absent in the street railway case.

First, the Heat, Light and Power company has a perpetual charter; or to be more accurate, the two companies which compose the H. L. and P. Company, namely the Ottawa Electric Company and the Ottawa Gas Company, possess perpetual charters. The city therefore has no hold on these companies at all, unlike the street railway company whose charter expires in 1923. Unless the city can get the H. L. and P. Company business by negotiating it can never get it. Secondly, as to the argument for buying now, even though plant and equipment would have to be replaced at high valuation owing to war prices, an answer is afforded by the fact that the H. L. and P. Company is possible by a large purchase, or in other words a large increase in profit, so that the city should pay the necessary high current valuation of the property yet make money.

Civic purchase of the street railway company could mean only increase in the operating expense of the railway with no corresponding increase in revenue; but purchase of the Heat, Light and Power Company and the consequent amalgamation that business with the existing municipal electric plant would mean a reduction in the joint operating expense of the two concerns of something like \$100,000 a year, with no decrease in revenue.

Such, in brief, is the civic situation with regard to the extension of public ownership of the electric utilities of Ottawa. No reason for haste exists with regard to acquisition of the street railway, and apparently only advantage to be gained by the city by waiting, except as to the contingency of slackening service. On the contrary with regard to acquisition of the Heat, Light and Power company, the city never gets it except by going after it, and no reason exists for delay.

Captain Pratt Here.

Capt. J. H. Pratt, formerly captain of the Dominion fisheries cruiser, Curlew, was in the city yesterday. He is at present in the employ of the United States Shipping Board and has command of a large transport now in an Atlantic port en route overseas. Captain Pratt is a brother of Harry Pratt of the North End and has also a sister residing in the city.

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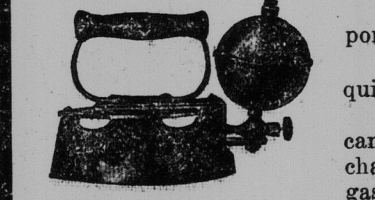
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### SURE GERMAN HAVE U-BOAT BASE NEAR

Russian Officer Suggests That Mother Submarine is Hid on American Coast

Would Search Neutral—Type of Submarine Now Raiding, He Says, Has Cruising Radius of Only a Month

(New York Times.)

The belief that the submarines attacking shipping in American waters are accompanied by mother ships, which are nothing more than specially large submarines built to carry oil and supplies instead of torpedoes, was voiced yesterday by Lieutenant Lev A. Trofimov, formerly commander of the Russian submarine Leopard. Lieutenant Trofimov said that for three years he was stationed on a submarine of 2,000 tons and worked in conjunction with the British submarine fleet. He came to this city recently.

From the reports of passengers and officers of torpedoed vessels concerning the type of submarines operating in Atlantic waters, Lieutenant Trofimov said he was convinced that they were of a type that he became familiar with through certain sources of information in Russia.

"These vessels are about 1,500 tons displacement," he said, "and carry two guns of 5 or 6 inch caliber. They cannot remain away from their base for more than four weeks. It takes them two weeks to cross the Atlantic and two weeks to return. I understand that they have been reported in Atlantic waters for two weeks. This would be absolutely impossible without some kind of base."

"There are three methods by which submarines are served with oil and supplies. One is to have a large submarine base. They pick out a deserted island or a waste piece of land and use that as a base. The second method is to have a small submarine base. This is what is known as the temporary base. A submarine or other vessel may put out from such a base and make a short run, but really to meet a submarine at sea, where a transfer of supplies can be made. The third method is to have a large submarine base. This is what is known as the permanent base. The city therefore has no hold on these companies at all, unlike the street railway company whose charter expires in 1923. Unless the city can get the H. L. and P. Company business by negotiating it can never get it. Secondly, as to the argument for buying now, even though plant and equipment would have to be replaced at high valuation owing to war prices, an answer is afforded by the fact that the H. L. and P. Company is possible by a large purchase, or in other words a large increase in profit, so that the city should pay the necessary high current valuation of the property yet make money.

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RECENT DEATHS

Thomas W. Perry.

Coal Creek, Queens Co., June 12—At his home, Coal Creek Queens Co. (N. B.), Saturday, June 8, Thomas W. Perry died, in the eighty-sixth year of his age. By the death of Mr. Perry the little settlement of Coal Creek loses one of its oldest and most respected citizens. He was born at Yarmouth (N. S.), where his early life was spent. He leaves to mourn his loss a widow, three sons and two daughters. The sons are: Medley T., at home; James W., of St. John; Charles F., of Newcastle Bridge. The daughters are: Mrs. Clifton Fletcher, Dickfield (Me.), and Mrs. Judson McLean, St. John.

The funeral services, which were held on Monday, were conducted at the home and grave by W. P. Sullivan, pastor of the Grand Lake Baptist church. Interment was at the Range burying ground.

Margaret Mills.

Mr. and Mrs. W. J. Mills' many friends deeply sympathize with them owing to the death, Saturday evening, of their little daughter, Margaret, after a brief illness of pneumonia and measles. She leaves to mourn, besides her parents, four brothers and one sister.

The funeral was held Monday afternoon from Trinity church. Rev. M. J. Sheven officiated. Interment was in the family lot at Upper Sussex.

The funeral services were many and beautiful.

Pte. Charles McConaghy.

Fredericton, June 12—(Special)—The death occurred in England on May 18, of Pte. Charles McConaghy, of Marysville, from apoplexy. Private McConaghy went overseas as cook with the company of the 10th battalion, and was transferred to the officers' mess of the Canadian Forestry Corps at Sunningdale, England. Private McConaghy leaves to mourn his loss a widow residing in England, two brothers—Robert, in Boston, and James in Edmonton; also four nieces—Lillian, Minnie, Maria and Ella McConaghy, of this city. He was buried with full military honors on May 22.

The death of Frank Fraser, farmer, of Chartersville, near Moncton, occurred yesterday morning. He was fifty-two years old.

John J. Duggan of Moncton died yesterday morning after a lingering illness.

Mrs. Catherine A. Jones, one of Moncton's oldest citizens, died on Tuesday evening. She was born in St. John in 1820.

Launching Postponed.

Quebec, June 12—The "War Steamer," one of the wooden vessels built at the local shipyards of the Quinlan and Robertson Company, which was to be launched this afternoon, is still on the ways, the launching having been postponed till Thursday, on account of bad weather.

Representative Caldwell, of New Brunswick, states that a total United States tonnage of \$200,000 is now engaged in transatlantic trade.

LONG-RANGE GUNS INVENTED IN 1914

Shown to American General at the Krupp Works—Cost \$1,000,000 Each

London, June 18—The Daily Chronicle's Paris correspondent says that the long-range cannon with which the Germans are bombarding Paris were invented several years ago. A model was shown to an American general early in 1914 by Frau Bertha Krupp von Borslen and Halbach (principal owner of the Krupp works) herself.

"The gun," says the writer, "was shown to the American amid much mystery when he visited Essen on an unofficial mission. He had been taken all through the vast Krupp works, escorted by a team of technical experts, and was about to retire when Frau Bertha dismissed all the party except two confidential members of the firm, and with the latter conducted the general to a secret reserve."

There the visitor's attention was attracted by two immense cannon with extremely long tubes and of relatively small diameter. Frau Bertha said in excellent English: "Those are the guns you ought to order for the Panama Canal defence. They carry ninety miles, are guaranteed, and cost \$240,000 each. Of course these are only trial guns and they cannot fire more than twenty-five