

The Evening Times and Star

ST. JOHN, N.B., SEPTEMBER 24, 1917.

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THE WAR SITUATION

The Germans are forcibly conscripting Belgian boys and men to work in munition factories and in the transport of munitions. This is a confession of declining manpower. A German officer taken prisoner last week tells of a great shortage of rubber for motor car tires and says conditions are such in Germany that everybody dreads the thought of another winter campaign. A Canadian who was a prisoner in Germany says that great numbers of the troops now being trained are mere boys. The great success of the British drive last week proves the inferiority of the German armies on the western front. Slowly but surely the terrific pace is telling on the German nation, and nowhere is there any hope of relief. The outlook in Russia, from the Allied viewpoint, is still far from satisfactory, but there is still no evidence of genuine desire for a separate peace with Germany, and the Russian armies are still doing effective work. That the German losses are proportionately much heavier than those of the Allies is evident, and it is due in large measure to the superiority of the Allied artillery and air service. We may look for some more smashing blows by the British and French on the western front. The German Reichstag is to meet again this week, and there is much speculation as to its attitude concerning peace.

SHIPBUILDING

New Brunswick, once the home of the shipbuilding industry, is doing so little as yet to meet the emergency created by the war that it is not even mentioned in an extended article in the Toronto Globe on Canadian shipyards and what they are doing. The lake ports, Nova Scotia, Quebec and British Columbia ports are especially mentioned in connection with the nearly 200 ships under construction. Of these 74 are steel boats with a gross tonnage of 126,945. The following list of vessels now being built or contracted for in Canada for the British government should be of special interest in St. John.

Canadian Vickers, Ltd., Montreal, 2 vessels, each 7,000 tons dead weight; draught, 24 feet; mean sea speed 11 knots; delivery, opening of navigation, 1918.

Collingwood Shipbuilding Co., Collingwood, Ont., 2 vessels, each 2,900 tons dead weight; draught, 17½ feet; mean sea speed, 10 knots; delivery, May and August, 1918.

J. Coughlin & Sons, Vancouver, B.C., 5 vessels, each 8,600 tons dead weight; draught, 24 feet 2 inches; mean sea speed, 11 knots; delivery, January, February, March, May and July, 1918.

Midland Dry Dock Co., Midland, Ont., 3 vessels, each 3,400 tons dead weight; draught, 19½ feet to 19 feet 10 inches; mean sea speed, 10 knots; delivery, 1 in July, 1918, 2 before close of navigation, 1918.

Nova Scotia Steel & Coal Co., New Glasgow, N.S., 1 vessel, 1,800 tons dead weight; draught, 17 feet 1½ inches; mean sea speed, 9½ knots; delivery, July, 1917; 1 vessel, 2,400 tons dead weight; draught, 17 feet 4 inches; mean sea speed, 8½ knots; delivery, January, 1918.

Polson Iron Works, Toronto, 6 vessels, each 3,300 tons dead weight; draught, 19½ feet; mean sea speed, 10 knots; delivery, 2 in June, 1918; 2 in July, 1918, and 2 before close of navigation, 1918.

Port Arthur Shipbuilding Co., Port Arthur, Ont., 1 vessel, 4,300 tons dead weight; draught, 22 feet 10 inches; mean sea speed, 10 knots; delivery, August, 1917; 1 vessel, each 3,400 tons dead weight; draught, 19½ feet; mean sea speed, 10½ knots; delivery, 1 by close of navigation, 1917, 1 in June, 1918; 2 in August, 1918, and 1 before close of navigation, 1918.

Wallace Shipyards, Ltd., North Vancouver, B.C., 1 vessel, 4,500 tons dead weight; draught, 22½ feet; mean sea speed, 10 knots; delivery, June, 1917; 2 vessels, each 4,600 tons dead weight; draught, 22½ feet; mean sea speed, 10 knots; delivery, December, 1917, and August, 1918.

Let us add to this statement what General Manager Bogert of the Dominion Bank says of what the revival of shipbuilding has done for British Columbia. To the Toronto banker the most interesting industrial development in the west at the present time was the new shipbuilding enterprise in Vancouver. The industry, he says, has achieved a surprising degree of efficiency in seven months, and wooden vessels for the lumber trade between British Columbia and the Far East are being built along the waterfront of the Burrard Inlet, at a rate that would have seemed impossible three years ago. The wooden vessels are built

A Pound of Whole Wheat contains 1700 calories, says the chemist—but it doesn't contain any calories for you unless you can digest it. It is what you digest, not what you eat, that supplies nourishment for the day's work. It is a time to cut out expensive foods that generally contain little nutriment. **Shredded Wheat Biscuit** is 100 per cent. whole wheat—nothing wasted, nothing thrown away. It is real man-power food. Two or three of these little loaves of baked whole wheat with milk and fresh fruits make a nourishing, strengthening meal at a cost of only a few cents. Made in Canada.

LIGHTER VEIN

She Had Him

Senator Simmons was discussing the proposed war tax on automobile owners. "Making war taxes," he said, "isn't pleasant work. It puts one in the position of the factious minister. A factious minister at Queen's Grove took a little girl on his knee and said: 'I don't love you, Nellie.' 'All the ladies on the terrace-sweep' veranda laughed, but little Nellie frowned and said: 'You've got to love me. You've got to.' 'Got to? How so?' laughed the divine. 'Because,' said Nellie stoutly, 'you've got to love them that hate you—and I hate you, goodness knows!'"—Washington Star.

Wanted Proof

A Scotchman went to London for a holiday. Walking along one of the streets, he noticed a bald-headed chemist standing at his shop door, and inquired of him if he had any hair restorer. "Yes, sir," said the chemist, "step inside, please. There's an article I can highly recommend. Testimonials from great men who use it. It makes the hair grow in 34 hours." "Aweel," said the Scot, "ye can give the top o' your head a bit rub wi' it and I'll look back the next time if ye're tellin' the truth."—Selected.

Putting Her Wise

Cora Conington—My fiancé, bless his soul, has confessed all his past love affairs to me.

Rude and Unfeeling

Opportunity knocks at the door, but Poverty is less polite, it walks right in.

On His Dignity

"What'll you say, if man, if your wife asks you if you've been drinking?" "I'll treat the question with (his) dignified silence."

No Cause for Worry

Old Gentlemen—Boys, be careful you don't pick tadpoles instead of mushrooms. They are very easily confused. Spokesboy—Don't worry myself. We ain't goin' to eat 'em ourselves; we're goin' to sell 'em.

Put His Foot In It

He told her that she was a brick. She left him standing there—And then there flashed upon his mind The color of her hair.

CONFERENCE IN OPEN

The closing sessions of the third annual "Setting-up" conference of the older boys of the local Y. M. C. A. were held Saturday afternoon and evening at Long Lake where the boys were guests at the camp of Roland Trenton. The party, twenty in all, left the Y. M. C. A. building at 2:30 and proceeded to Long Lake. A. M. Gregg was the speaker during the afternoon. In his talk Mr. Gregg spoke of the subjects of "Personal Culture of a Mentor" and the night school which will be held in the Y. M. C. A. in a short time, and also of a co-operative movement of the Y. M. C. A. and the churches. After Mr. Gregg had finished, supper was served, and proved one of the most agreeable parts of the programme. Immediately after supper Arthur Willet spoke to the boys on the "Culture of a Mentor." The closing address was delivered by W. C. Cross, after which the boys and men present gathered around in a circle and, joining hands, sang "Blessed Be the Tie That Binds." The party then set out on the return journey and reached the city at about nine o'clock.

OPEN-HANDED KAISER

Willing to Pay All the Expenses—In the Sweet Bye and Bye.

(Financial America.) No one ever with justice can accuse the Kaiser of being stingy. The Sultan of Turkey is in said straits for drachmas. Constantinople knows more about the high cost of living than New York ever imagined. The baggy-trousered gentlemen in the Turkish army haven't been paid in so long a time that they wouldn't know what to do with all the money the government owes them if they got it in a lump.

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Count Luxburg, of course, was the brains behind the move, and in face of the remonstrances of the British, French and Italian ministers he struck a good blow for Germany. Similarly when the



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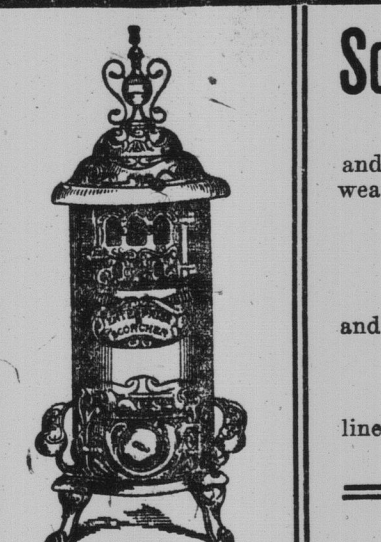
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HOW ARGENTINA STANDS ON WAR

President Irigoyen Is a Pro-German

Luxburg's Success

German Representative's Unscrupulous Methods Worked Well For Three Years

Although the Argentine government was forced by public opinion to hand Count Luxburg his passports for his infamous suggestion that Argentine ships should be "spurious vessels," and although the count has been denounced as an "ass" by some German and pro-German newspapers, he is very far from deserving this epithet. On the contrary, he has proved himself one of the cleverest and most unscrupulous of German agents, and has deserved well of his government. For three years and more Count Luxburg has forced the Argentine republic to remain benevolently neutral to Germany, and this despite the fact that the sentiments of the people of the republic are overwhelmingly pro-Ally. He has outwitted the representatives of the Allies, and has been the real power behind the throne at Buenos Ayres.

Luxburg Clever and Unscrupulous.

F. Dunlap Owen, who as a former diplomat in the British service, speaks with authority on the subject, writes in the New York Sun that Luxburg's success in the Argentine is due largely to the fact that he is of the type of Bernstorff, although of larger intellect. This is to say, he is absolutely without morals and an atheist. The former American representative at Washington, a short time before leaving for Germany, gave an interview in a magazine, in which he boasted of his unbelief, and said that any man was a fool who denied himself any of the pleasures of this world "unless for his health's sake." This would apply to Luxburg, but he would not sacrifice business for any of the pleasures of the world. With a man of this stamp and a pro-German president to help him, it is not to be wondered at that the clean-living Christian gentlemen who represent the Entente Powers in the Argentine were at a disadvantage. They clung to old-fashioned ideas of personal and official honor. Luxburg laughed at them, and Luxburg scored. Yet in the end the old-fashioned Christian gentlemen scored and did the laughing.

A Pro-German President

Why Hypolite Irigoyen, the president and virtual dictator of the Argentine is a pro-German is not clear, but it is clear that he is a pro-German. The reason may be not unconnected with the German war chest. He has given many evidences of his sympathies. One of the most notable was the official announcement that a embargo had been established and that no more wheat could be shipped to Europe. The minister of agriculture in the cabinet is said to have made a feeble protest against the accuracy of the crop estimates, and an argument to the effect that the embargo would hurt the grain-growers. He was disregarded by the president and the embargo was put on, despite the fact that there was in the neighborhood of 500,000 tons of wheat available for export alive the supply needed for domestic consumption.

Assistance for German Raiders

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LAOCOON; A TRAGEDY OF TODAY.

(Toronto Globe)

It belongs to every age. It finds utterance in every race. It is expressed in the life-records of every country. That old story of Laocoon and his two sons stands out forever among the tragedies of Greek legend. It is immortalized in the chiseled art of the first century B.C. Virgil translates it into the literature of the world. Goethe and Lessing interpret it for modern students. But the thing itself, the despairing horror of it, the retributive justice of it, its persistent notion that the sins of the fathers involve and poison his sons—all that makes up the tragedy of Laocoon meets us every day in the actual life of the family and in the entanglements of the social circle. It is a tragedy of today.

The ancient Greek, as the legend runs, profaned the temple of Apollo, and against him and his sons there came up out of the sea two colossal poisonous serpents, that encoil all three in an endless struggle against the horror and the despair that would not let them go.

In the secret records of many a family history, and in the disease-wards of every large hospital, and in the homes of the feeble-minded and the incurable all over Canada, modern illustrations of this ancient legend may be found. Even so, in its inherent blessings, all law is a benediction. The eternal law of organic unity, that binds one generation to the next, and the eternal law of social righteousness and purity.

It is a terrible thing, a horrifying thing, a seemingly pitiless thing, the tangling of the father and the sons in the deadly coils of retribution. Terrible, yes! But it is law. And, in its retributive justice, all law is terrible. Even so, in its inherent blessings, all law is a benediction. The eternal law of organic unity, that binds one generation to the next, and the eternal law of social righteousness and purity.

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TWO U-BOAT TALES DENIED BY CAPTAINS

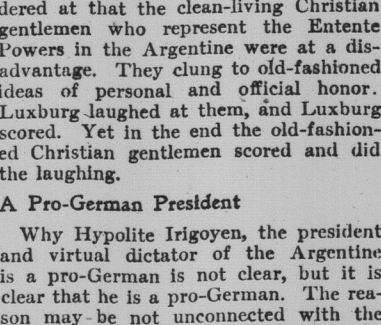
One Says Submarines Were Not Sunk, Another That Edison Device Was Not Used

The Captain of an American transport which arrived recently at an Atlantic port from France said that there was no foundation for the reports that had been sent to New York to the effect that submarines had attacked the transports in numbers of six to ten and that several submarines had been sunk.

"As a matter of fact," he said, "the U-boats attack the convoys singly and endeavor to take us by surprise. Their aim is to appear suddenly in the midst of two or three ships under escort, fire two or even three torpedoes, and then submerge."

"Recently two supply ships were going up the English Channel under the escort of two destroyers, one on each side circling around looking for the enemy craft. Suddenly there was a loud explosion, and the officer on the bridge of one vessel saw ten feet of her stern go up in the air and then fall into the water. No one of any of the four vessels saw anything of the submarine or the torpedo. The damaged destroyer was towed by two patrol boats, which were called by wireless, and managed to reach the nearest port."

The officers of an American steamship, which arrived on Sunday at an Atlantic port, said there was no truth in the report that their vessel was protected with an invention of Mr. Edison's which deflected torpedoes from their course. The torpedo fired at their ship on September 9 off the Irish coast did jump out of the water as it passed the stern fifty feet away, but it continued its direct course afterward, the officers said. It missed the ship, they added, because she was just swiveling on her zig-zag course when it was fired.



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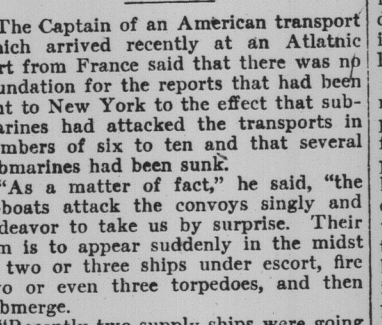
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The Criminal Class

(From the New York World)

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