

FIGURING ON THE ENORMOUS COST OF A EUROPEAN WAR

Possible Conflict Between Germany and France Taken to Illustrate Circumstances.

If Germany should go to war with France? The question is eternal throughout France, and in the present war, however remote it may appear to an impartial observer, is near and real to every man in the public. It is agreed that such a war would be one of the most frightful in the history of the world.

One of the leading experts on the question, M. Charles Humbert, formerly an officer in the army and now senator from the Department of Meuse, a border department, has made a serious attempt to put into figures just what such a war would mean financially to Germany and to show how she would supply the "slaves" who would be her soldiers or skilful her generals. In an article called "The Economic War," appearing in the Paris Journal, Senator Humbert makes his calculations, based largely upon a recent exhaustive article on the same topic written by Herr J. Kessler, chief councillor to Emperor William II.

Humbert writes as follows: "Germany has understood better than any other power that millions of men under arms do not constitute the only factor necessary towards a war with some chance of success. A nation must also have at its immediate disposal the financial mobilization and the financial conduct of war. Following this line of thought, it has begun by studying the most recent lessons in modern warfare, and this is what it has seen:

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These figures have been, however, more or less modified by conditions of remoteness, bad administration, fraud, even. France and Germany's financial sheet for the war of 1870-71 offers, notwithstanding the estimation of a European conflict, and so it is finally on these figures that Germany bases her calculations.

The defeat, to the surprise of all, of France cost it nearly two billion dollars, inclusive of the war indemnity of \$1,250,000,000 paid to Germany, but exclusive of the indemnity of expenses, such as pensions.

Germany, on the other hand, spent \$427,000,000, and as it had under arms from August 1, 1870, to March 1, 1871, an average of 1,354,376 men, it is fair to conclude that each soldier cost \$310 a day.

These facts being clearly established, statistics show that Germany will pay at the end of 1912, 10,240,000 men in readiness. As it would be both impracticable and commercially not indistinctly unwise to enlist such a number of soldiers, Germany admits they would only call, inclusive of army and navy, contingents 3,000,000 men in all.

At the rate of \$1.10 a day, necessary to this would make a total expenditure of \$3,311,619 a day, or about \$890,000,000 a year, exclusive of, of course, of all subsequent indemnities and pensions.

But this estimate is not in any way excessive. What Germany would need during the first six weeks following the declaration of war is the amount of \$1,250,000,000 dollars to meet the immediate expenses of troops on sea and land, as well as purchasing supplies of all kinds, which are considerable and costly, especially for the navy.

Three hundred million dollars required by the industrial, commercial and agricultural industry to furnish war supplies. As this sum would represent the price of the raw material and initial expenses indispensable to the war, it should be held in readiness in local German banks.

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"There is nothing in sight to indicate that there will be any great reduction in the iron and steel trade for 1910. Most manufacturers have orders for the future, and new business has far to go, which continues active and large, will soon fill the books for the entire year."

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Germany hopes by these various means to raise the \$70,000,000 necessary during the first six months of the war. Afterwards, that is to say for the \$950,000,000, supposing that hostilities should last a year, one-third would be covered by the increase of already existing taxes and creating of new taxes, while the other two-thirds, about \$633,000,000, would be defrayed by a government loan.

"Fortunately," the Germans say, "this appeal to public credit, if per chance it were needed, would not be necessary, contrary to what occurred in 1870, at least until after the hardest period, that which immediately follows the declaration of war, has come to an end."

OUTLOOK FOR STEEL TRADE IS BRIGHT

NEW YORK, Jan. 8.—Chairman Gary of the United States Steel Corporation takes an optimistic view of the steel industry. He believes 1910 will be a year of substantial prosperity, and says: "So far as relates to the iron and steel industry, as far as the figures go, it is a year of time to time speak for themselves. For the past eight months this year orders received by subsidiary companies of the corporation have been gratifying. During the first three months of the year, orders combined have been about 60,000 tons per day, while capacity is about 41,000 tons per day. The only concern but to such extent that orders could not be deferred. Consequently their volume suddenly developed into abnormal proportions. This, with the growth of the country and increasing demand for iron and steel, together with the financial resources of the people, have brought about the great prosperity now in evidence."

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Clips the Clouds for 29 Minutes, 2 Seconds

Throws Throng of 20,000 Into Frenzy of Enthusiasm

Uses a Farman Biplane --First Day of Aviation Meet

Large Number of Preliminary Trials Yesterday

AVIATION FIELD, Los Angeles, Cal., Jan. 10.—Making a sudden and dramatic appearance today while the 20,000 spectators were watching the slow flights of two dirigible balloons at Aviation park, Louis Paulhan threw the great throng into a frenzy of enthusiasm by a spectacular flight of 29 minutes, 2 seconds, in a Farman biplane.

The first day of the aviation meet was given over to preliminary trials and flights to give an exhibition in a new and untried machine in which Clifford Harmon afterward made some short flights. Chas. E. Willard, in the Curtiss No. 1, also made a successful flight and several times Roy Knabenshue and Lincoln Beachey ascended in their small dirigibles and manoeuvred their craft, but nothing to thrill the crowd occurred until Paulhan rose into the air, swept around the grandstand and over the grandstand several times.

BEACHY AND KNABENSCHUE were piloting their dirigibles around the course when the dirigible appeared suddenly out of a gully, hidden from the spectators. The dirigible came back over the grandstand and alighted in the centre of the field. In two later flights, Paulhan gave a remarkable exhibition of control over his machine, gracefully making sharp turns, dipping almost to the ground and scattering a group of frightened officers and skimming over the grandstand only a few feet above the heads of the spectators. Ascending, descending and finally approaching from the rear the tent which houses his aeroplane, he alighted within 100 feet of the entrance. Paulhan was cheered madly. Men shouted and waved their hands while women applauded and waved handkerchiefs. Paulhan danced gaily into his tent.

With the sky overcast with clouds and the wind to the west, blowing from the north, the flight of the international meet at 1 p. m. with a flight with a new monoplane was covered for use. The distance was covered by the judges at five furlongs, the greatest height reached being fifty feet. The machine was under entire control.

Next, Chas. F. Willard appeared in his Curtiss aeroplane, No. 1. After a short preliminary flight, he attempted to circle the official course, which is a triangle more than a mile and a half in length. Rising to a height of 100 feet he maintained this height until half the distance had been travelled. Then his motor gave out and he descended. He was in the air one minute and 23 seconds. After a readjustment of the motor, he arose again and completed the flight with the machine with which he had made the previous flight, circled the field, an estimated distance of one and one-eighth miles, 1.51. His maximum altitude was 200 feet.

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MARITIME LKELY LOST WITH OVER 500 ON BOARD

Steamer Melville, Here, Brings News of Another Appalling Sea Disaster

The South African steamer Melville, now docked on the West Side, kept a lookout on her way here for the steamer Maritau, owned by the same owner as herself, with the name of which it now seems that there will be some point far from means of communication with the world, and out of the track of vessels.

The peculiarity of the disappearance is increased by the fact that during the time since the Maritau sailed from Delagoa Bay, the weather has been remarkably fine for such a period in African waters. The Melville, started on her way to Cape Town, had been caused by the tearing of two of the ship's boats from the davits.

OVER THE GRANDSTAND. Lincoln Beachy and Roy Knabenshue appeared with their dirigibles sailing directly over the grandstand at a height of 200 feet against a stiff breeze and returning at high speed, with the wind at their backs. The frail, cigar-shaped balloons were under the control of the pilots, who descended to earth without mishap.

Before this time the crowd had begun to enquire for Paulhan. "We cannot do anything with this Frenchman," said Richard, Ferris, master of ceremonies. "He says no attention to regulations or to the ground laid out, flights. I would not be surprised to see him appear suddenly on his machine through the top of his tent."

That was almost what Paulhan did. He came out of his tent in a Farman bi-plane, and added to the feat two other flights of 10 minutes 2 seconds, and 23 minutes 2 seconds. While the spectators were watching the flight of the dirigibles, a Farman bi-plane was taken quickly from Paulhan's tent down into the gully which was hidden from view. Just when Knabenshue and Beachy were passing over the grandstand on their return and when every neck was craned backward, there was a sudden shout and out of the gully shot Paulhan, the motor of his machine humming at a tremendous rate.

MAY BUILD FLOUR MILL IN ENGLAND

Necessity as Development of Trade Tendencies.

"Our company is not interested in who are the owners of elevators in western Canada. We are millers, not wheat dealers. We continue our purchases to our milling requirements, and we cannot see how the proposal now made will in any way affect our milling business," said Mr. Robert McPherson, president of the Lake of the Woods Milling Co., today.

"In this connection let me say that it is my private opinion, and not the interest of any corporation which I am interested in."

"I am strongly in favor of the railway companies providing aerated facilities for the farmer, when he delivers his wheat at interior points throughout western Canada, the railway companies preserving the identity of the wheat and shipping it forward to the first terminals, viz., Fort William. The wheat would be inspected and docked there, and the elevators would be under government supervision."

"I go further, as I am a great believer in controlling the shipment of our grain under the flag, and that it be shipped direct to Montreal or to bay ports, and stored charged by the railway companies, the bay ports if the wheat is not shipped out after eight days, if the grain from Fort

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Dr. J. The Dr. Marcel Medicine Co., Toronto, Ont.

LORD ALAN PERCY OF THE GRENADERS DUCAL HEIR

Death of His Elder Brother Makes Him the Heir to the Dukedom of Northumberland.

Lord Percy's death in Paris recently serves to direct attention to the fact that the ducal house of Northumberland, to which he belonged, is the only one of the British peerages which still retains the hereditary privilege of sitting in the House of Lords. The Northumberland vault in the abbey is situated beneath the St. Nicholas chapel, and the last tombstone there was the father of the present duke.

The obituaries published of Lord Percy are rather misleading since they convey an impression of effeminacy of character. Lord Percy was known for his prowess as an all-round athlete, which, however, did not prevent him from carrying off first-class honors and the Newdigate prize for poetry.

After leaving the university he won some distinction as a traveller, and had some rather exciting experiences while exploring the most remote portions of Asia. Turkey—experiences calling not only for a considerable amount of courage, but also of endurance. The two books which he wrote on this little-known portion of the world have since been accepted as standard works.

The very fact that he should have been undersecretary of state for foreign affairs, representing the foreign office in the House of Commons, indicates that he was a man of considerable resources, while the large majority which he was able to secure for his election in parliament, not from any part of the country where his family name became known, but from London, speaks well for his simplicity and democracy of manner. He was, however, singularly unemotional; that, too, in a country where the men, especially those of his particular world, pride themselves on being unemotional.

SOLDIER HEIR TO A DUKEDOM. At one time he was reported to be engaged to a daughter of the duke of Devonshire, but the daughter of a Newcastonian physician of the name of Jones. But there was a good deal of opposition on the part of his family, notably of his mother, who is a sister of the Duke of Argyll, and the projected union did not materialize.

Dying unmarried and childless, it is his soldier brother, Lord Alan Percy, who now becomes heir to the dukedom and to the great family estates, also to the chief ownership of the great London banking house of Drummonds. Lord Alan Percy is a captain in the Grenadier Guards, is a member of the Egyptian army, and the amount of the ducal fortune and estates may be estimated from the fact that the father of the present duke spent a sum of \$5,000,000 in building for his laboring cottages, to each of which half an acre of land was attached. He spent a still larger sum in the erection and restoration of churches while the amount that he devoted to the construction of roads, bridges and

DETERMINED TO DISSOLVE THE MERGER

Government Set Against Harriman Lines

Will Not be Dropped Until Enlis are Corrected.

WASHINGTON, D. C., Jan. 10.—Negotiations have been begun looking to a settlement "out of court" of the government's suit for the dissolution of the merger of the so-called Harriman lines, brought under the provisions of the Sherman anti-trust law.

Currents of such negotiation had been running for some time past. Today they took concrete form at a conference at the White House granted by President Taft at the solicitation of the railroad officials.

It can be stated authoritatively that no decision of any sort was reached. President Taft has given no inkling as to what his attitude will be and his final determination in the matter, the proposals the railroads have to make looking toward a compliance with the anti-trust law.

The case will not be dropped, it is said, except upon such terms as will look to a correction of the evils complained of in the government suit, or unless the government can be shown to be completely in error.

"I wonder that dentists call their offices dental parlors."

"Why shouldn't they?"

"A more appropriate term would be drawing-rooms."

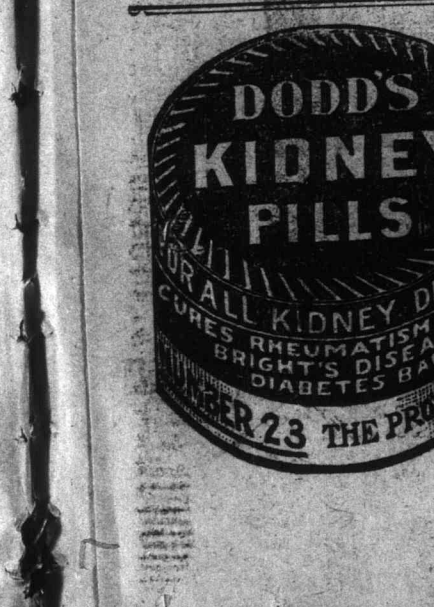
"A great deal that you see in print nowadays is dangerous and misleading," said the conservative citizen.

"Yes," answered the dyspeptic, "especially in cook books."

LONDON, Jan. 9.—London drapers insist that they are going to claim the honor of indelibly marking the New Year in my lady's calendar as the season which brought in something new under the sun in the handkerchief line. To this end they have induced Dame Fashion to put her stamp of disapproval on the white hemstitched handkerchief, and if they have their way its place is to be taken by the finest lawn handkerchiefs in colors to match the gown. As an example, it may be understood by mere man that the most popular shades anticipated are to be heliotropes, "brich blue"—whatever that is—and "tomato red."

"Even lace no longer is to be popular 'on handkerchiefs,'" explained a leading West End draper. "Its place will be taken by delicate hand worked embroideries. The most elaborate patterns are to be employed, such as a flight of butterflies, a landscape, or a basket of flowers in the corner of a square of lawn, the 'postes' being worked in their natural colors. Colored embroidery is to be very much in vogue. Little wreaths of deep green shamrock, clusters of violets, sprays of forget-me-nots, and the most beautiful many colored panels are to be seen."

Meantime, it would seem that man will have to meet this riot of color by declaring himself for the old fashioned red bandana.



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