

FRENCH RAILWAYS PERFORMED GREAT WORK DURING THE WAR

What They Accomplished in Hauling British, French and American Troops—How Italy Was Saved—Gen. De Lacroix of French Army Furnishes Amazing Figures of Mileage and Military Traffic.

For many years the dispute as to who or what won the war will rage. Food did it, say some, while others give the honor to the British fleet, the anti-submarine campaign, Marshal Foch, the doughboy, attrition—who will stop to enumerate all the men and things to whom and to which the greatest victory in history is attributed?

If such an enumeration is to be made, there is a claimant not to be forgotten—the railroad. The war record of the French railways, upon which fell the colossal weight of backing up the French, British, Belgian, and to some extent, the Italian armies, in stemming the Teutonic onslaught, receives full recognition in two articles by General de Lacroix on the French Army in the last two issues of the *Revue des Deux Mondes*.

In sober style, buttressed with eloquent statistics, the French general tells how these railways, handicapped by enormous losses of material through the German invasion and by the vast increase of demands on them for transportation of men, munitions, and food, nevertheless responded with superb patriotism and efficiency to the call of their country in peril and, despite constant new tests and augmenting difficulties, "delivered the goods."

"On May 21, 1915," writes General de Lacroix, "the American periodical *Railway Age* published an article on the achievements of the French railways during the first months of the war, entitled: 'France saved by her railways.' History will say in what measure our great railway companies and their employees, as well as the Military Administration of the railways and its representatives, deserved these words of praise addressed to them by our American associates and friends."

The supreme test of French railway efficiency began on the night of Aug. 2, 1914, when the general mobilization of the French army was ordered. At that hour the railways passed from civilian to military administration and everything was subordinated to the instant transportation of troops and material to Northern France. The Paris-Lyon-Mediterranean system alone, one of the greatest in France, was obliged, for a period of 17 days, to provide over 3,000 trains. Between Aug. 2 and 3, the great Orleans system handled 1,500 trains; and, from Aug. 2 to 3, the Eastern railway system, in addition to getting the mobilized men within its territory to their destinations, had to transport 40,000 foreign workmen employed in the mines of Briey and Longwy who could not remain on the frontier exposed to the Germans.

The transportation of a French army corps at its full war-strength requires, in addition to wagon convoys, an average of 30 trains, with a total of 4,000 cars. The huge mass of French troops whose instant transfer to their points

of concentration was demanded at mobilization time consisted of forty-two corps. So tremendous did the glut of traffic finally become on the lines serving the north of France that, on Aug. 9, 10 and 11, 1914, the Eastern company alone operated an average of 400 trains daily, the trains running on certain lines on less than four minutes headway and less than a mile and a quarter apart. And one must not forget, General de Lacroix points out, that even while handling these huge numbers of French troops, the French railways were also providing transportation for the British Army, which began to land in France on Aug. 1. From the 13th to the 20th 430 trains carried 260,000 British soldiers, with all the accompanying war material, inland from Boulogne and St. Nazaire without the slightest hitch.

During all this time of terrific stress the French which reminds the reader, the railways were working under the serious handicap caused by the capture of huge numbers of locomotives and cars by the onrushing Germans. Losses from this cause at the beginning of hostilities reached a total of 35,000 locomotives and cars out of a total on the French railways of 15,500 locomotives and 276,000 cars. The net loss, however, was reduced to 45,000 by the acquisition of 7,000 Belgian cars and 3,000 captured German cars.

Hardly had the French railway men transported the great masses of French and British troops to the front when the disastrous battles at Mons, Charleroi and further east necessitated the great retreat toward Paris, in which the railways were again taxed to the utmost. Besides carrying enormous numbers of men southward, they had to help in the transfer of army corps from one end of the line to points imperiled at the other while the great operations incident to the battle of the Marne and the "race for the sea" were under way.

"This was certainly the most active period in the use of railway and auto truck transport," remarks General de Lacroix. "The French railways had to measure themselves, in speed, against the enemy who could use the shorter interior lines for his war transport service. On long hauls, varying from 65 to 400 kilometres (40 to 250 miles), our railways had to carry over 800,000 men on more than 6,000 trains. How well they did it is well known."

Through 1915 the strain on the French railways continued, until, early in 1916, the railway situation reached a crisis when the Germans launched their terrific attack on Verdun. The enemy's advance directly menaced the railway through St. Menhoult to Verdun.



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du, and the presence of the Germans at St. Mihiel cut off Verdun's communications in that direction. Finally only one narrow-gauge railway between Revigny and Souilly was available for getting men and supplies into the beleaguered fortress. It was then that the auto truck came to the fore, and, by its admirable devices saved the day.

For the Somme battles of the summer of 1916 the French railway authorities not only taxed existing lines to the utmost, but, by building many miles of narrow gauge lines up to the very front—lines that were extended day by day as the British and French troops advanced, effectively contributed to driving the Germans from their strongholds and causing them to retreat the following spring.

In that spring a new emergency confronted the railways of France—the arrival of the Americans. They met it with their accustomed decision. Dur-

ing the summer of 1918 the railways of France were again taxed to the utmost. Besides carrying enormous numbers of men southward, they had to help in the transfer of army corps from one end of the line to points imperiled at the other while the great operations incident to the battle of the Marne and the "race for the sea" were under way.

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MAJ. MCKEEVER OF THE CANADIAN AIR FORCE IS SOME BIRD

He is Credited With Forty-one Airplanes and Two Balloons—Promoted to Flight and Squadron Commander—Has Flown No Less Than Thirty-seven Types of Machines.

(By Arthur Beverley Baxter for the Canadian Associated Press.)
London, April 28.—(By Mail.)—It was one day, just after armistice that Capt. MacLaren and his wingman, Andrew Edward McKeever came into the Canadian War Records Office to see Lt. Col. Parkinson, D.S.O., who was then in charge. They were worried. They were afraid that the newly formed Canadian Air Force would not be given its chance because the public in the Dominion were unaware of the possibilities of using the Air Force in the development of aviation.

McKeever did most of the talking though MacLaren looked as though he had a lot of heavy stuff in reserve in case his colleague gave out—but McKeever finished his task.

What they wanted was not personal publicity, but an intelligent putting forth of the whole matter to the people at home.

As a result it was my privilege, a few days later, to conduct a small but brilliant party of Canadian Journalists in London, to the aerodrome near Oxford, the aerodrome gentlemen were Mr. J. W. Daffoe, Editor of the *Windsor Free Press*; Tom Blacklock, *Montreal Gazette*; Lieut. Harry Moore, *Montreal Star*; and Tom Chapple, *Canadian Associated Press*. (A well-known Toronto newspaper man mis-

took the train by the close margin of one hour and forty minutes.) McKeever met us at Oxford and we drove about fifteen miles to Upper Raydon, where the two Canadian Squadrons are located. On the way there, going up a hill, the car stalled. The driver was going to crank it, but McKeever who had been handling his famous guests with all the ease and aplomb of a European diplomat, excused himself and ordered the driver to back down the hill, throwing in a cryptic injunction about clutches, gears, etc. As a result we got under way again, the engine running its work and McKeever his duties as host.

I merely mention this "en passant." If a chap can handle four journalists, and one quackling car, and a stalled engine with the ease of a tactful hostess at a dinner party, small wonder the Hun was unable to rattle him.

When we arrived at the aerodrome we met Captain Lawson, commanding No. 2 Squadron C.A.F. (and whose record is excellent) and a number of other celebrities.

"Do you want to go up?" asked McKeever.

Thence of us said "Yes." I don't know how many were lying. At any rate we went, and three air enthusiasts were created on the spot.

Under the old system when the music box was turned on for one everybody in the ward had to hear it.

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never seen a cleaner living bunch of chaps than these young thoroughbred who constitute the Dominion's squadrons.

McKeever hails from Listowel, Ont., where he was in the stock business with his father. He reached the 11th Squadron in March, 1917, and on July 27th he was awarded the M.C. After eight machines had fallen to his guns, On October 11, 1917, he was given a bar to the M.C., at that time having shot down 19 Huns. On December 14, he received the D.S.O., after he had bagged 33 machines.

In all, Major McKeever is credited with forty-one aeroplanes and two balloons. Of these Hun machines, six were destroyed by his observers, the remaining thirty-five he personally shot down as a pilot, constituting a world's record for the type of machine flown.

After 450 hours flying, during which time he had been promoted to flight and squadron commander, he was sent home to England, and assisted Lt. Col. Bishop in the formation of the Canadian Air Force.

I have the official record by me, of the exploit for which this Ontario boy won his M.C.

"He attacked eight enemy aircraft, singlehanded, at close range, and by his splendid dash and determination destroyed one and dove five down completely out of control. He had previously shown exceptional fearlessness in attacking the enemy when in superior numbers and in the space of three weeks he destroyed eight hostile machines setting a fine example to his squadron."

Major M. Keever will go a long way.

He wants to continue flying, and as he has flown no less than thirty-seven types of machines, including the British P. 2 trainer, his knowledge should be of great value to the Canadian Government. But here is another career to which I think he will eventually drift.

After all we made a good guess in the article on Colonel Mulock (he is leaving to take up aviation matters with the Government at home) so we'll venture on McKeever. He has the makings of an ideal politician. He possesses an engaging personality and the gift of watchful eye for a lot of things at once. I once saw him at Bendon when he, Captain MacLaren and Major Carter received the gift of three aeroplanes for the C.A.F. McKeever was chatting with the Duchess of Devonshire on his left with General Seely on his right, and at the same time his eye kept on the lookout for any further acquaintances or friends who might be there.

Yes, I think Ottawa is McKeever's ultimate destination. At any rate, he is sure of the women's vote.

NO DANGER OF BOLSHEVISM HERE WHEN PEOPLE ONCE KNOW ITS SYSTEM, SAYS W. B. WILSON

(By William B. Wilson, Secretary of Labor.)

I do not fear Bolshevism securing a foothold in the workers of the United States. I do believe, however that the underlying principles of this new system of autocracy should be made clear so that the minds of our people may not be perverted by it.

The philosophy of the American government is based on the theory that all men are subjected to the government of the United States shall have a voice in determining what that government shall be.

Bolshevism, as it is understood in Russia is the exact antithesis of this—it means the dictatorship of the individual, or at most, the few, behind which is the purpose of introducing compulsory labor, geared to a higher speed by the introduction of the Taylor system under the direction of an individual dictator.

When the people come to understand this theory I am confident that none of them, whether inside or outside of the trade union movement, whether they are conservatives or radicals, will support or advocate this kind of government.

In order that this may not be accused of misrepresentation, I call attention to excerpts from a speech made by Nikolai Lenin, Premier of the Russian Soviet Republic, in outlining the objects of the Bolsheviks to the National Soviet, Moscow, April, 1918, as published by the Rand School of Social Science for purposes of propaganda in this country.

These excerpts fully sustain the statements made.

When the founders of the Republic established the daring experiment in government which we have here, it was for the purpose of recognizing the struggle which had been in progress for hundreds of years and which had as its objective the participation of all in the making of the laws under which all should live.

It is clear this is not the philosophy of the Russian Bolshevists. The will of the majority is an objectionable to them as it was to the Kaiser or the Tsar. It establishes a dictatorship on the plea that the autocrat knows better than the people. It sets up a close dictatorship which demands absolute submission of the masses to the will of the few who direct labor processes. This "single will" commands "obligatory labor service." The worker sacrifices his own free will. He is like a slave, he is not free to move, he cannot do so, without permission of the dictator. He cannot change the conditions of his environment, he must not quit, because of the merciless "dictatorship of the individual." In the hands of the courts which are to be used as a means of discipline that will consider responsibility for the "pangs of fa-

mine and unemployment to be visited upon those who fail to produce bread for men and fuel for industry."

The public press is to be systematically repressed or controlled. Nothing is to reach the attention of the masses except that which has been prepared for them. This is a wild scheme of autocracy based on the assumption of superior knowledge on the part of those who exercise it. It destroys liberty and initiative and is aimed at the very fundamental principles of free, self government.

Why Can't I Get To Sleep?

Thousands of people all over the country ask this question, but still continue to toss night after night on a sleepless bed, and it is impossible for them to get a full night's refreshing sleep.

Some constitutional disturbance, worry or disease has so debilitated and irritated the nervous system that it cannot be quieted except by the pernicious use of opiates or narcotics. Or again, you have heart palpitation, and sensation of sinking, a feeling you are going to die, or perhaps you wake up in your sleep feeling as though you were about to choke or smother, and the only way you can get relief is to sit up in bed.

To all who suffer in this way Milburn's Heart and Nerve Pills offer an inestimable boon. They bring back the much-needed night's rest by improving the tone of the nerves, strengthening the heart, enriching the blood and making the whole organism act in harmony—then you sleep as peacefully as a child.

Mrs. Jas. Latimer, 39 Leinster street, St. John, N. B., writes: "At night I could not sleep. I had to sit up in bed, my heart beat so fast, and when I walked up stairs I would get all out of breath. A friend recommended Milburn's Heart and Nerve Pills and after using two boxes, I can sleep all night and am not out of breath after waking."

Milburn's Heart and Nerve Pills are sold at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

THE SOLDIER SETTLEMENT BOARD.

The Qualification Committee of the Soldier Settlement Board will meet in the office on the top floor of the new Post Office Building, St. John, N. B., every Friday in May.

Applicants for loans should appear in person before this committee.

POVRIL



POLICE SAID TO HAVE FOUND REDS' DYNAMITE CACHE

Deputy Commissioner Lahey Refuses to Comment Regarding Discovery.

That detectives of the "bomb squad" of the Detective Bureau have uncovered a cache in the city in which a large quantity of dynamite was stored for the last few weeks by terrorists believed to be connected with the plot to send bombs through the mails to prominent persons throughout the country was the report which spread around Police Headquarters late yesterday afternoon.

The report had it that not alone had the police established the identity of the men who had the dynamite in their possession, but that they had confiscated some of the dynamite which the "reds" had not succeeded in removing before the police descended on the place. It was also said that several men had been taken into custody by the police.

Soon after the report gained impetus William J. Lahey, Second Deputy Police Commissioner, in charge of the Detective Bureau, was asked about the report. Mr. Lahey seemed surprised that information about the finding of the dynamite had leaked out.

"I've nothing to say," he exclaimed, throwing up his hands.

"Can't you say whether the report is true?" he was asked.

"I have no statement to make," replied the head of the Detective Bureau.

It was also learned at Police Headquarters yesterday that for the last two days a dozen members of the bomb squad had been combing the vicinity of First Avenue and Tenth Street for a woman and two men who, the police were informed through a "tip" sent to the Detective Bureau over the telephone, recently came to the city from Philadelphia to direct the work of preparing the bombs which were to be mailed at the general post office, in Eighth Avenue and Thirty-second Street.

No information could be obtained at the Detective Bureau, but it is understood that the person who telephoned to the police informed them the woman had hired a furnished room in the vicinity, and that the men came to the place the next day in an automobile. According to the report, the informant, who had the men carried packages from the automobile to the room and later were joined by several men known in that part of the city as leaders among the "reds."

It was recalled yesterday that half a dozen detectives of the bomb squad hurriedly left Police Headquarters Wednesday afternoon in an automobile and they were followed soon after by Deputy Commissioner Lahey. When he returned to Police Headquarters an hour later he refused to make any statement about the reason for the detectives' hurried leaving.

In connection with the hunt for the suspects in the vicinity of First Avenue and Tenth Street, it was declared at Police Headquarters yesterday, the detectives missed their quarry because they did not avail themselves of the tip when it first was received. Before they arrived in the vicinity in which the trio of terrorists were reported to have established their headquarters, it was said, the woman and the two men had given up their apartment and fled, carrying with them all their effects.

THE TIRED BUSINESS MAN.

"I tell you, the American business man leads an active life!"

"I should say so! When a business man gets good and tired, his idea of rest is to spend half the night at a musical comedy and the other half at a supper party."—Washington Star.

There are Cheaper Machines than the Remington Typewriter, but the question is what about your *ULTIMATE* Satisfaction?—It isn't good business to ignore THAT. A. Milne Fraser, Jas. A. Little, Mar., 37 Good Street, St. John, N. B.

Rev. Canon White.

The many friends of Rev. Canon White will be grieved to learn of his death, which occurred last evening at his home, Loc Lemon Road, Canon White had been in the usual health until a few days ago, and the news of his death came as a great surprise.

FORTY-FOUR YEARS IN THE MINISTRY

Rev. J. E. Flewelling of Canterbury Has Been Connected With the Woodstock Deanery That Length of Time.

On May 23, 1919, it will be forty-four years since Rev. J. E. Flewelling was ordained to the sacred ministry by Bishop Medley. On that date the Woodstock Deanery will meet with Mr. Flewelling at Benton. The following clergymen will preach at three different services, viz., Rev. A. F. Fyfe, Rev. R. M. Panton and Dr. Francis, Mr. Flewelling requests that any of his friends who happen to see this notice might join with the brethren in heartily thanking him for permitting him to work so long for His Master and also praying that in the event of his life that He may still continue to be gracious unto him and bless His efforts. The reverend gentleman labored for twenty-four years at the Woodstock Deanery, and twenty years at Canterbury, and his ministerial life being spent in the Deanery of Woodstock of which he is now the Rural Dean.

PILE SUFFERERS

Don't Wait Another Minute Before Sending For a Free Trial of My New Home Treatment That Any One Can Use Without Discomfort or Loss of Time. New and Different. From Anything You Have Ever Tried.

Let Me Prove That It Will Quickly Rid You of Pile Suffering.

TRIAL FREE. No matter whether your case is of long standing or recent development—whether it is chronic or acute—whether it is occasional or permanent—you should send for this free trial treatment.

This liberal offer of free treatment is too important for you to neglect a single day. Write now. Send no money. Simply send your name and address to E. R. Page, 766 A. Page Bldg., Marshall, Mich.—But do this now—TODAY.

FUNERALS.

The funeral of Ernest H. Morris took place yesterday afternoon from his late residence, Kennedy Street, Members of Dominion Orange Lodge and Court Yukon, C. O. F., attended. Service was conducted by Rev. A. L. Tedford. Interment was made in Cedar Hill.

A funeral service for Mrs. Thomas Burns, widow of William Burns, was held last night at eight o'clock at the home of her daughter, Mrs. William A. Beckett, Kennedy Street. The body will be taken today to Upper James, where interment will be made.

EASY TO DARKEN YOUR GRAY HAIR

You can Bring Back Color and Lustre with Sage Tea and Sulphur.

When you darken your hair with Sage Tea and Sulphur, no one can tell, because it's done so naturally, so evenly. Preparing this mixture though, at home is messy and troublesome. At little cost you can buy any drug store the ready-to-use preparation, improved by the addition of other ingredients called "Wyeth's Sage and Sulphur Compound." You just dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time. By morning all gray hair disappears, and after another application or two, your hair becomes beautiful—darkened, glossy and luxuriant. A. L. Gray, faded hair, though no more, is a sign of old age, and as we all desire a youthful and attractive appearance, get busy at once with Wyeth's Sage and Sulphur Compound and look years younger.

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