

Dr. Hugh Cabot of Harvard Talks on the War

Stirring Address Before the Boston Canadian Club--Was at the Front With the Harvard Medical Unit--German Hatred Approaches a Spirit of Barbarism--Zeppelin Raids Have Stimulated Recruiting in Great Britain---German Propaganda Has Been Mismanaged.

Boston, Nov. 21.—Dr. Hugh Cabot, of the Harvard surgical unit, was one of the speakers at the Canadian Club banquet at the Copley Plaza Hotel on Monday evening.

He spoke of the 18 months that the Harvard unit has been in France, and said that it will be there for the remainder of the war. He is to return himself in two months, and will be there for the duration of the war.

Dr. Cabot said in part:

England was caught as we shall be some day caught—unprepared. Their regular army was a little better prepared than ours is, but today no one who sees England can have any doubt as to her preparedness, intellectual or otherwise.

The Germans are carried away by their hatred, which approaches a spirit of barbarism. When a group of men can be so stampeded as the German scientists have been, there can be no other conclusion but that they are mentally unsound.

They will never have the confidence of the world again. The opinion in England today is that this war is being carried on by a group of Germans who are looked up to. The English are steady-headed, cool and have made up their minds to see the thing through.

The Zeppelin Raids.

"I have heard many in this country speak of the damage done in London by Zeppelins. I was understood over here that they had done \$10,000,000 worth of damage in Regent street alone. I walked down Regent street on the day after the raid, and all I

have to say is that if that amount of damage was done, then property on Regent street must be awfully valuable. The Zeppelins have the same importance to England as fleas have to dog. The Zeppelin raids have been very expensive to Germany, and they have been worth a million men to the British army. They have reminded the English that they have a war on their hands.

A Mismanaged Propaganda.

We on this side grossly over-estimate the value of the submarine. The accounts of the war which are furnished to the middle west are made up in a German office in New York. There never has been a more mismanaged propaganda than that of the Germans. The British Admiralty have not had anything to say about the number of German submarines they have sunk, but there are German submarines on exhibition in England today.

If you go to the Admiralty regarding them you will hear them say that they know nothing about them.

On this side President Wilson has obtained an enormous amount of credit for doing something that he never did in the submarine campaign.

When I was leaving England a man told me that I might hear some reports of the Bremen when I arrived here. "Perhaps some life preservers marked 'Bremen' may have been picked up. We are distributing them where they will do the most good," he added.

Praise for the Doctors.

Dr. Cabot also spoke of the work

being done by the doctors in England. He said that besides their regular practices the doctors are attending the wounded who are sent from the front too. He declared that the Insurance Act in England has worked somewhat as a detriment to England in this war, as it prevents the medical men being drawn from England, as they are needed at the front. He said that if this is to be a long war the Insurance Act will have to be altered. He then spoke of the fighting men as he has seen them.

"One officer of our American army (retired) told me the other day that as a rule ten men out of every 100 are cowards; twenty more are unsteady after 10 per cent. of their number have gone down. The officer I refer to spoke from his observations during the civil war and other minor disagreements we have been engaged in, not, however, including the bloody fields of Mexico. (Laughter.) The youngsters who are officers in the British army may not be great strategists, but they set the example to their men of not asking them to do anything that they are afraid to do themselves.

Drugged by Prosperity.

"While in the middle west I found that the people there are drugged by their prosperity. One man told me that he did not give a damn what happens to the country as long as he is making money. He said that he would vote for Wilson because there was nothing could happen to make Wilson fight, and while Mr. Wilson maintained that attitude the country would be

prosperous.

"This country is at present looking out for its own hide. American idealism is asleep, but when the war is over there is bound to be a reckoning, and America will be much like the man who tries to take sides in a dog fight and gets bitten by both dogs.

"Our friends who are sticking to us while we are prosperous will beat it when the prosperity is at an end.

"We have done nothing to support the doctrine of fair play except to capitalize it, and if this country stands for true democracy it is about time for her to show some evidence of it.

Faulty Leadership.

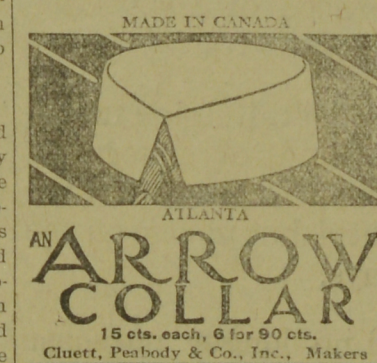
"I believe that we have suffered from faulty leadership. We had the power to see that international law was made real; we have done nothing to exercise that power. Unless we are grossly misinformed, Germany is deporting into what amounts to practical slavery a conquered people.

"The United States can put a stop to this. If the United States were to gather around her what remains of the neutral powers, that force thrown into the balance could put a stop to this war.

JACK LONDON THE NOTED NOVELIST DEAD

Glen Ellen, Cal., Nov. 22.—Jack London, the writer, died here at 7.45 to-night. He was found in an unconscious condition at his ranch house, having suffered from uraemia and failed to rally.

Jack London was one of the pioneers of the Klondike, and served as a war correspondent during the Russo-Japanese war.



MANITOBA'S FIRST LOCOMOTIVE

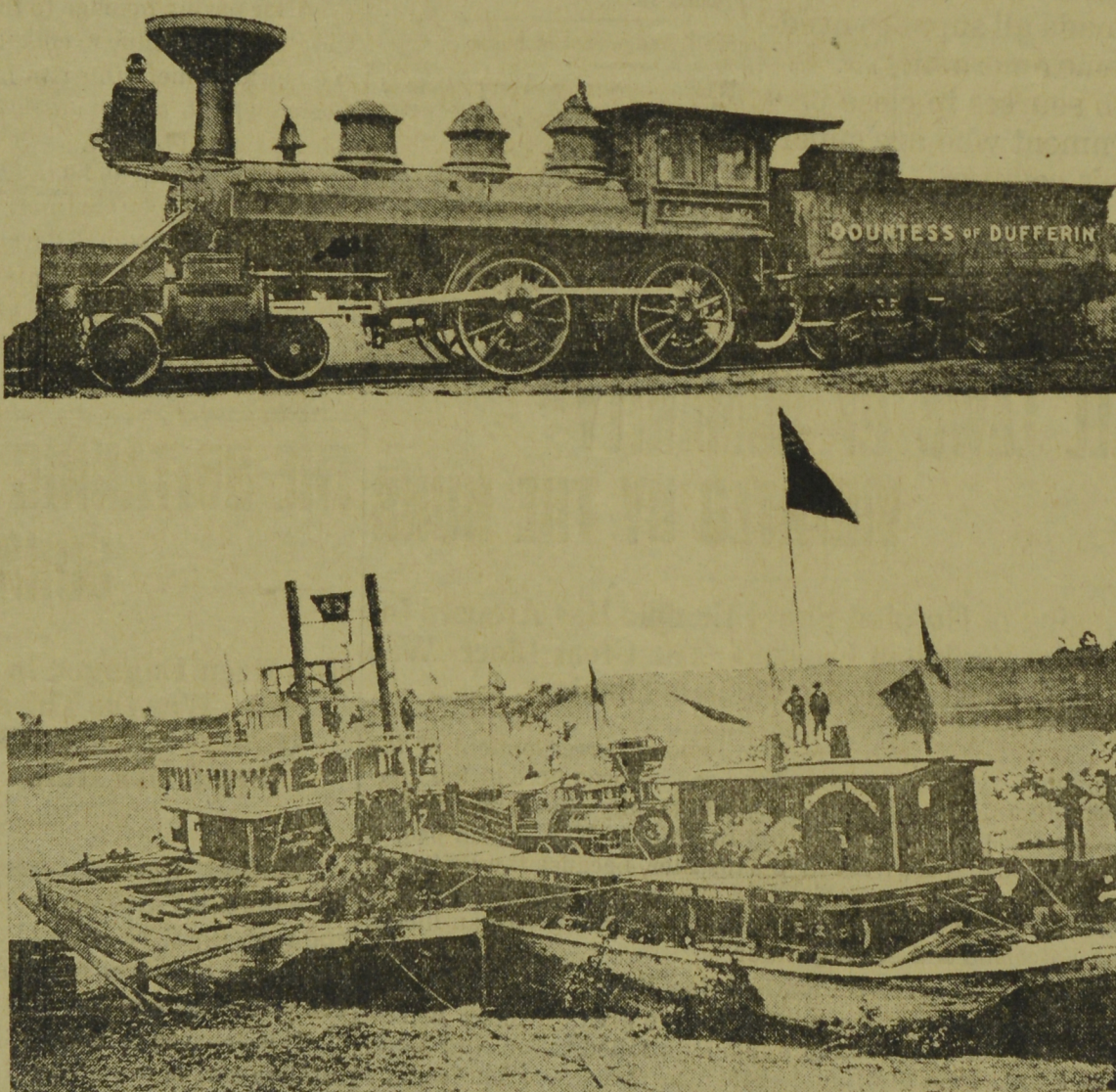
ON the 9th day of October, thirty-eight years ago, the first blast of a locomotive whistle ever heard in Winnipeg foreboded the doom of Red River cart trains, flatboats and steamboats in transportation between Manitoba and Minnesota. Of the iron horse, which on that day blew its challenging blast to Indian pony and settler's steer alike, two pictures of which are here reproduced, the first being of its arrival at Winnipeg before being hitched up, and the other when, after the third of a century of good service, it was unharnessed and put to pasture, and to rest as a souvenir in the pretty little park in front of the Canadian Pacific's Winnipeg station. There it stands, embowered in flowers in summer, and housed under glass in winter, to greet the curious eyes of passengers who have been borne to the city by the modern mighty Moguls which have followed in the path of this time-honored pioneer.

On each of its fore "shoulders" are the maker's plates, bearing in a circle the lettering "Baldwin Locomotive Works, Philadelphia," and within the circle in three horizontal lines, "1872, M. Baird & Co., No. 2660." On each side of the cab, "C. P. R. No. 1," appear in yellow and similarly on the tender "Countess of Dufferin."

The engine was so named by Joseph Whitehead in token of its having been inspected by the Countess of Dufferin in the fall of 1877, when she accompanied her famous lord, then governor-general, on a visit to the northwest. Prior to its purchase from the Northern Pacific Railway, by Mr. Whitehead, it ran between Brainard and Jim Town, and was known as number 56, according to Joseph Fahey. And it was always known during construction by the name of the Countess, until it was turned over to the operating department, and had the distinction of becoming the number one of the long series which has followed it on the Canadian Pacific Railway.

While the Countess enjoys precedence as the first engine to arrive at Winnipeg, as it was not landed in Winnipeg, but on the St. Boniface side, to work on the construction of the Pembina Branch, the honor of being the first locomotive to steam into Winnipeg fell to the "John Haggart," which came across the Red River on rails laid on the ice in December, 1873, to be employed on the contract of John Ryan & Co., for the construction of the first 100 miles of the C. P. R. west of Red River. This latter item was also kindly given by Mr. Fahey, and affords another example of the number of Irish names so long connected with that great railway.

The steamer Selkirk arrived at Pembina with three barges, having on board a locomotive and tender, a caboose and six platform cars, in charge of Mr. Joseph Whitehead, contractor on the C. P. R. The pioneer locomotive was hailed by the settlers with the wildest excitement and greatest enthusiasm, especially as Mr. Whitehead had steam up on his engine, and notified the inhabitants that the iron horse was coming by the most frantic shrieks and snortings. On passing Port Pembina, the flotilla was saluted by the guns of the (U. S.) artillery, and upon arrival at Pembina it was met by Captain McNaught, commanding at Fort Pembina, and his officers, Hon. J. Frankfield, N. E. Nelson and his associates in the U. S. customs, and the population en-



LANDING OF CANADIAN PACIFIC RAILWAY CO'S LOCOMOTIVE NO. 1, AND TRAIN OF 6 FLAT CARS AND VAN IN WINNIPEG, JUNE 1876

masse. The flotilla was handsomely decorated with flags and bunting, proud of the high distinction of carrying the first locomotive destined to create a new era for travel and traffic in the great northwest.

According to the "Manitoba Free Press" of Oct. 9, 1877, "At an early hour this morning, wild, unearthly shrieks from the river announced the coming of the steamer Selkirk, with the first locomotive ever brought into Manitoba; and about 9 o'clock the boat steamed past the Assiniboine. A large crowd of people collected upon the river banks, and, as the steamer swept past the city, mill whistles blew furiously, and bells rang out to welcome the iron horse. By this time the course had assembled at No. 6 warehouse (at foot of Lombard Street) where the boat landed, and in the crowd were to be noticed people of many different nationalities represented in the prairie province.

The Selkirk was handsomely decorated for the occasion with Union Jacks, Stars and Stripes, banners with the familiar "C. P. R.," and her own bunting; and with the barge conveying the locomotive and cars ahead of her, also locally decorated with flags and ever-

greens and a barge laden with railway

ties on each side, presented a novel spectacle. The whistles of the locomotive and the boat continued shrieking, the mill whistles joined in the chorus, the bells clanged—a young lady, Miss Racine, pulling manfully at the ropes—and the continuous noise and din proclaimed loudly that the iron horse had arrived at last. Shortly after landing three cheers were given for Mr. Joseph Whitehead, and in a few minutes a crowd swarmed on board and examined the engine most minutely. The caboose and flat cars, which also came in for their share of attention, each bear the name 'Canadian Pacific' in white letters. After remaining a couple of hours, during which she was visited by many hundreds, the Selkirk steamed to a point below Point Douglas ferry, where a track had been laid to the water's edge, on which it was intended to run the engine this afternoon.

"In yesterday's issue an account was given of a trip to and reception at Pembina. Leaving there the boat had to proceed slowly, the broad tow rendering the greatest caution necessary to prevent grounding. The tow, too, was difficult to handle, but Capt. Holmes and his officers brought it through without the slightest mishap.

At Crooked Rapids considerable difficulty was met with and from daylight till three o'clock yesterday afternoon was occupied in passing that dangerous locality. The Selkirk could have reached here in the evening, but as Mr. Whitehead, desiring to run into Winnipeg in daylight, had the boat tied up for the night at LeMay's and steamed down this morning.

"Colonel Rutan, who was engineer on the construction at the time, says that the 'Selkirk' with her barge 'Freighter' (on which was the engine) after putting ashore at number 6 warehouse (at the foot of Lombard Street), dropped down and crossed to the mouth of the Seine River, near the right bank of which the engine and cars were landed, to work on the Pembina Branch construction.

"After many years' active service on the main line, the Countess was relegated to serve as shunting engine in the lumber yards at Revelstoke. From this obscurity it was rescued a few years ago and placed in its present prominent position by the great company which it had served so long and well."

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