

GERMAN GUNS AND AIRPLANES FOR U.S. CITIES

Coblentz, Jan. 7.—Most of the German artillery, as well as fifty or sixty of the German airplanes, which are being turned over to the American forces here, will be sent to the United States. Arrangements are being made to distribute the cannon to various cities as gifts of the government.

Soon after the army of occupation reached German soil, requests for cannon began arriving from American cities. Among the guns turned over are two heavy 42 centimeter howitzers with which, day after day, the Germans used to pound Verdun and the region where the big American naval guns were located. Nearly 200 cannon of various calibres have arrived here, but so far only a few have been accepted, as most of them had some missing parts. It is understood, however, that the parts have been shipped from Germany.

KEEP LITTLE ONES

WELL IN WINTER

Winter is a dangerous season for the little ones. The days are so changeable—one bright, the next cold and stormy, that the mother is afraid to take the children out for the fresh air and exercise they need so much. In consequence they are often cooped up in overheated, badly ventilated rooms and are soon seized with colds or gripple. What is needed to keep the little ones well is Baby's Own Tablets. They will regulate the stomach and bowels and drive out colds and by their use the baby will be able to get over the winter season in perfect safety. The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

ONE DOSE RELIEVES A COLD—NO QUININE

Take "Pape's Cold Compound" every two hours until you have taken three doses, then stop. It promptly opens your clogged-up nostrils and the air passages of the head; stops nasty discharge or nose running; relieves the headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness. Don't stay stuffy! Quit blowing and sniffing. Ease your throbbing head—nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only a few cents at any drug store.

Among the airplanes being received is an armored battle machine that carries six machine guns. The Germans used this type of machine to "strafe" infantry. Several observation planes were among the 100 turned over to the Americans at Treves.

These will be sent to America. One that will be sent across the ocean is the first Fokker used by the enemy on the western front. It is in perfect condition. The planes will be distributed among the American colleges and aviation corps.

One of each type of airplane in use in the German army will be sent to Washington to be added to the collection of relics made by the War Department.

When can you carry water in a sieve? When it is frozen.

"A child's delight is a pony," says an exchange. A child's delight is a pony, or a bicycle, or a linen book, or an automatic toy, or even a doughnut with an extra twist in it. That's one of the delights of childhood, and a perpetual rebuke to disgruntled grown-ups, which includes the most of us.

SECRET OF MYSTERY PAPER OF BELGIUM

Successfully Defied German Efforts to Suppress It—Paper was a Long Established Catholic Weekly—Kept the Huns in a Continuous State of Irritation—Editor Died a Few Weeks Ago and Did Not See the Liberation of Brussels.

Brussels, Jan. 8.—With the coming of liberty to Belgium, in Libre Belgique has departed, and the Patriot has reappeared. It is now possible to tell that the most remarkable of wartime newspapers, La Libre Belgique, which successfully defied German efforts to suppress it for four years, was the Patriot, a long-established Catholic weekly, in disguise. Victor Jourdain, aged editor of the Patriot, likewise edited the will-o-the-wisp sheet which kept German officials in a constant state of irritation during their occupation of his country and helped to keep the spirit of the Belgian people steadfast.

He died a few weeks ago, just too soon to see his city of Brussels liberated.

The Patriot was suppressed by German order at the outset of the war. A few weeks later copies of a new paper began to fall into the hands of the German officials, and army officers and it did not prove popular with the

latter. Gen. Von Bissing, military governor, offered 25,000 francs reward for the name of the editor, and promised one year's imprisonment to any Belgian found reading it. There were arrests in great number, but no convictions. It seemed that almost every body who could possibly have been guilty was arrested at one time or another—everybody except Jourdain. One man was held by the Germans to have been proved sufficiently guilty to warrant a one-year sentence, but Belgians in the secret say he was innocent.

While the police hunted, Victor Jourdain prepared copy. He pointed out intentional errors in the German official communiqué, he gave the Belgian people the latest news of the Belgian army, and the allied armies, he ridiculed and lampooned the German officials and generally kept alive the people's faith in a better day to come.

A few times obscure printing shops in this city set up and printed the little four-page paper. For the most part, however, the work was done in shops elsewhere. Jourdain would appear at night in the home of some small town or city printer, always selecting one for the moment free of German troops. Next morning he would depart in his automobile with the entire issue concealed in the car. Distribution would begin as far as possible from the place where the printing was done.

In spite of the difficulties of publication, La Libre Belgique nearly always was neat and attractive typographically. Sometimes, when the services of a complete printing plant were obtainable, the first page would be bordered in the national colors, red, yellow and black. Editions of course were not regular—"regularly irregular" was the paper's own statement of its publication dates, but Jourdain managed usually to issue one each month.

Part compensation for his troubles was found by the editor in such announcements as these:

"Not submitted to any censor."

"Telegraph address, Commandatur, Brussels."

"Offices: Not being able to establish these in a fixed place, they are installed in an automobile cellar."

"Advertisements: Business being nil under the German domination, we have suppressed the page of advertising and advise our readers to keep their money for brighter days."

"August 4, 1914, Dame Germany started off to war. The plan is simple: Belgium does not count; Paris taken in six weeks; Russia crushed before winter; England remaining alone, too small a thing not to understand that nothing is left but to negotiate."

"WE made the house of cards crumble! WE! After they decided to take Calais, pass into England, etc., there was the Yser! Still US!"

"Zeppelins were to destroy London. London suffered little, the reputation of the Zeppelins suffered much. Meantime they tried to finish Russia by military means first; the coup failed; by diplomatic means, then; the Russian people put a stop to that. They plotted in the Balkans, they bled themselves white at Verdun. All was useless. And all this time the people of Germany were suffering enormously. The new chancellor began to realize it. Then they made their last throw, the submarines! And even in Germany itself they have dared to announce publicly that this weapon is ineffective. Then is it the end? Yes, it certainly is the end."

"What the Allies know: That we do not ask that consideration of our sufferings should haste the end of the war one single day!"

If this war has done nothing else it has taught us how to pronounce words we never dreamed existed. How on earth did we ever get along without "camouflage" and "barrage," for instance.

"Cascarets for Mother's Pets"

Careful mothers know that Cascarets in the home mean less sickness, less trouble, less worry, less cost. When one of the kiddies has a white tongue, feverish breath, sour stomach or a cold, a Cascaret quickly and harmlessly "works" the poisons from the liver and bowels and all is well again—only 10 cents a box.



TO MOTHERS! While all children detest castor oil, calomel, pills and laxatives, they really love to take Cascarets because they taste like candy. Cascarets "work" the nasty bile, sour fermentations and constipation poison from the child's tender stomach, liver and bowels without pain or griping. Cascarets never disappoint the worried mother. Each ten cent box contains directions for children aged one year old and upwards.

NOTES FROM THE RURAL DISTRICTS

TEMPERANCE VALE

Temperance Vale, Jan. 6th—We been having lovely weather so far this winter with just enough snow to make good sledding and the farmers are taking advantage to do their hauling. Nearly everyone is getting out some pulpwood or logs and generally speaking everybody is happy and business is booming.

Privates William McDonald, Lee N. Stairs and William Mayo have just arrived home from England and Privates Fred McElwain and Phillip Jeffries got home a short time ago and to the others to come we extend the glad hand of welcome and our greatest wish is that this Dominion of which we all feel so proud will not forget the sacrifice all these brave boys have made for us and that they will be rewarded to the fullest extent possible.

Mr. Ervine Rutledge of the forest survey of the Crown Land Department Fredericton spent New Year's day the guest of Mr. and Mrs. Horace Draper.

We are glad to hear that Mrs. Claudius McDonald is recovering from a serious attack of asthma and pleurisy which developed from a cold.

Mr. Norman Chapman of Kingsclear paid a visit to his old home in this place yesterday and we were all pleased to see him. The lure of the annual showers of gold nuggets which fall on the farmers of Kingsclear was too much for Mr. Chapman to stand and he bought a farm and moved last fall. We all were sorry to see him go, but what is our loss is Kingsclear's gain. We wish him every success.

The Pinder Milling Co., is engaged installing a new wheat mill in addition to an already extensive milling plant. The company is to be congratulated on its initiative and enterprise in filling this long felt want.

Miss Gladys Draper has taken the school in Temperance Vale, Miss Freida Woodman the school in East Waterville and Miss Lena McElwain the school at Southampton.

It is reported that a young man from the Upper County is trapping in East Waterville. It is not known at this writing what scent he is using or what success he is going to have but the present indications would

warrant the belief that he will land a fox.

Mrs. Walter Yerxa and young son of Fredericton paid a short visit to Mrs. Yerxa's parents, Mr. and Mrs. Claudius McDonald last week.

The Temperance Vale fire department had a hurry up call Dec. 31st, for a fire between boxes twelve and twenty-four. The department is to be congratulated on its promptness and efficiency. Hose station fourteen, hooks and ladder twenty-three, chemical engine twenty-two and the young bucket brigade from stations four, five, eleven, thirteen and twenty-one were all on the "line" at the scene of the fire with promptness and dispatch. After the fire was got under control and they had time to look into the cause it was found that the fire had originated from a collection of hot air in the upper story of a number of unfinished structures coming in contact with a new dress being made in East Waterville and the co-incidence of a young sport whom most of the people seem to think old enough for matrimony, going to Fredericton.

The fire was not very serious and was fully covered by insurance in the International Union of Fire and Life Gossipers of Temperance Vale and as soon as the appraisers make out the amount of damage, it will no doubt be paid promptly.

The Chief of the fire department arrived home New Year's Eve and was congratulated on all sides.

THOUGHTLESS PAPA.

A young bridegroom, after the wedding was over and the bride's father had gone to his club, began to search excitedly among the wedding gifts.

"What are you looking for, dear?" asked the bride.

"That \$5,000 check of your father's, I don't see it anywhere."

"Oh, poor papa—he's so absent-minded," said the bride; "he lit his cigar with it."

If opportunity only were a short skirt there wouldn't be any chance of a feller missin' her.

"Princess Pat" has surrendered at discretion, but this can't be said of any of the members of her late regiment of Canadian infantry.

After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

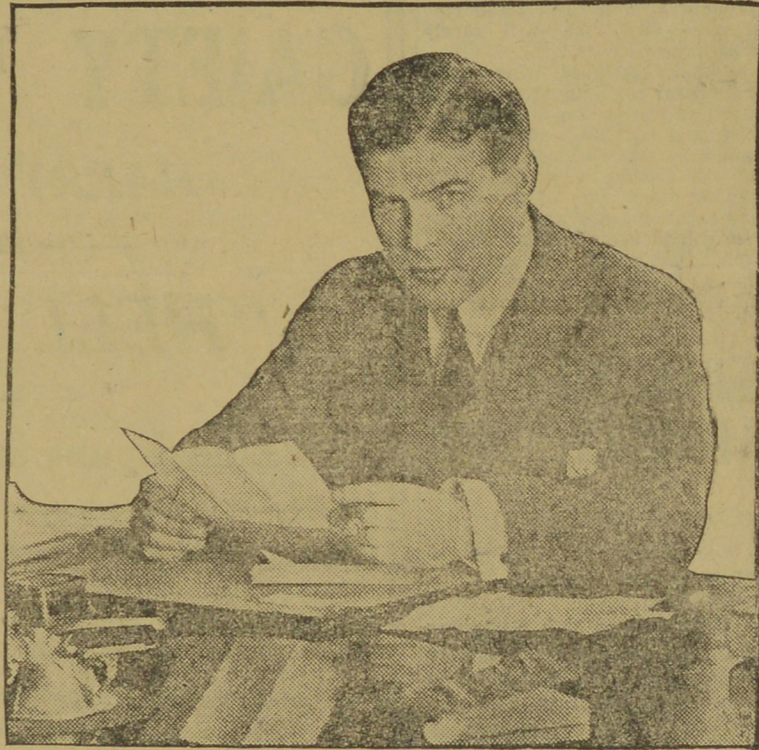
FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-the-war problems with confidence and ease.

"No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Same optimism as to our future is justified."

"From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedentedly severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railway War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit, not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible."

"While periodic attempts are made to compel an immediate decision as to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, has ever faced us. It is too important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts as to the present efficiency of the roads, and the probable—not fanciful effect which any serious change of policy must have upon that service and facts."

"Many mistakes have been made in the past, due to the ambitions of men or the ill-considered action of Governments. No good purpose, so far as I can see, is served by dwelling on these mistakes now. They were sanctioned at the time by a majority of the people of Canada. They can now serve only as a warning against other popular mistakes of even greater magnitude. An error in the shaping of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling



Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

"The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question sounds simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses on demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

"I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly developed to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty odd years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the tradi-

tion. "This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair—not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experiment of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system."

"When we know more about Government operation in Canada and in the United States we may modify, or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly."

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If I may be permitted to parody the old proverb, I should say "Nationalize in haste, repent at leisure."—From the Montreal "Gazette."

Shoe Pack Time

WINTER IS HERE THAT SUGGESTS

SHOE PACKS

You want the best, of course. Then ask your dealer for

Palmer's

"Moose Head Brand"

LOOK FOR OUR TRADE MARK

Be sure the Shoe packs are made by the

JOHN PALMER COMPANY Ltd.

Fredericton, N. B. - - - - - Canada

