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EDITORIALS

A letter in yesterday's News pointed out the golden opportunity the G. T. P. was losing in not going after the Russian trade which is now being shipped through Atlantic ports, while the route via Prince Rupert is many thousand miles shorter. Perhaps it is through the human weakness of thinking that one can do the other fellow's business so much better than himself that there is so much criticism of the policy of the G. T. P. At any rate, superficial indications seem to show a lack of initiation on their part. The Granby Smelter, an institution right at our doors is shipping thousands of tons of its products to New York through Seattle, while a shorter and better grade is to be had through Prince Rupert. The G. T. P. apparently cannot secure that trade. It is also true that instead of fostering local industries on the waterfront, the G. T. P. has insisted on keeping this property to themselves and driving away the people who would help build up their trade. The impression the average man gets is that the G. T. P. thinks they have the whole world in a corner and that all they have to do is to hold it down till somebody comes along with money enough to cover their property with gold.

This is not the way in which progressive institutions succeed. The man who makes the biggest success in this world today is not the man who wants to squeeze the last sou out of his venture before he disposes of it. The big money makers are the ones who are willing that the other fellow should make some too. Niggardliness never succeeds. The successful man is not only progressive; he is big hearted. If he cannot get all he wants he is willing to take all he can get, always remembering that it is not the price but the size of the turnover that counts. It would be better business for the Grand Trunk to give away free sites on the waterfront to parties who would swell their trade than to wait ten years for somebody who would give them their price.

The famous "road round the Island" was visited recently by a representative of The News. The first thing that strikes a visitor is that it now ought to be called "The road up a gum tree," for it begins nowhere and ends nowhere—unless you climb a tree and jump the rest of the way. In this, however, it seems to be quite in keeping with the rest of the provincial government's acts. It is an old policy of theirs to do



things upside down or commence in the middle of a job instead of at one end. If it had been started at the townsite not only could it be of some service immediately but it would cost less.

Work started on this road about the first of August. From fifteen to twenty men have been employed ever since (at \$3.00 for nine hours) and only a little more than half a mile is graded, which shows the difficulty of the task and the lax methods employed. In the first place, the right-of-way is covered with heavy timber and when this is removed, cuts and fills of good proportions must be made to secure a grade. A further difficulty is experienced in preventing slides and wash-outs. The completed portion of the grade is a mass of mud and to use it in its present state would be almost impossible. Before it will be of much service for traffic it will require a coating of crushed granite or gravel.

This road was one of the presents Premier McBride promised several years ago to Prince Rupert, although he is now trying to get the Grand Trunk to pay a share. At the present rate of construction it will be a long time before the road is finished. The distance round the island is said to be twenty-five miles and since it has taken practically six months to finish the first half-mile the road may be expected to be completed in about twenty-five years—but that would be only under the McBride government. Were a government elected friendly to this end of the province, which the present government is not, the whole thing could be completed inside of a year.

\$1,000,000 CARGO OF FOOD FOR ENGLAND

Barley and Canned Goods Sent Aboard British Ships at San Francisco.

San Francisco, Jan. 9.—Three large cargoes of barley and food-stuffs worth approximately \$1,000,000 left here a few days ago for England. In addition to barley the shipments included canned goods and dried fruits and other state products. The two barley ships were the British steamer Craigon, for Liverpool, under charter to Strauss & Company, and the British steamer Cairnhill, for Queenstown, under fixture to Girvin & Eyre. In addition, the British steamer Discoverer, of the Harrison Direct Line, was despatched for Liverpool.

It depends entirely upon the temperament of the subject whether a vivid imagination produces rosy day dreams or hideous nightmares.

JOFFRE THE SAVER OF FRENCH CAPITAL

Tricked Germans During Their First Rush Upon Paris—Now Called "Fox."

(By Philip Simms)

With the French army at the front, Jan. 2.—After talking with officers here who took part in the fighting, and who have since made an exhaustive study of the situation, I am now able to throw additional light on the "mystery of August," that period of the war leading up to the battle of the Marne, and about which practically nothing thus far has been made public.

The official communiques during August were short, and contained no details. All that the world knew was that fierce fighting was in progress; that the French and British armies were in retreat; that Paris was in gloom, with most of her lights out, her population fleeing southward and the government preparing to move to Bordeaux. Just what was going on at the front the public did not know. Rumor had it, toward the first of September, that the Germans were in the Paris suburbs, and the exodus was increased, railway stations were packed, and many people with first-class tickets were glad to find plank seats in freight cars bound for the south.

Joffre the Checker

At the precise moment, without the public knowing it, the tide had turned; the Germans had abandoned Paris as their objective; General Joffre had outplayed Generals Von Kluck and Von Buelow and set the stage for the Germans' check and retreat.

It now appears certain that General Joffre deliberately led the Germans into believing his army was definitely beaten and the British expeditionary forces completely done for, letting them think all they had to do was to let Paris go for the moment, follow up the French and English, and crush them for good and all. Overconfident, the Germans were caught off their guard—just as Joffre expected they would be and as he is believed to have planned; and the so-called battle of the Marne ended in a victory for the Allies and the consequent saving of the capital.

How did Joffre lead up to his victory? By refusing to play the grandstand; by attending to his job regardless of what the public might think.

The French Commander-in-chief decided to retire the bulk of his forces east of Paris to positions south of the Marne and the Ornaie, and there prepare his offensive. On the first of September this movement was well under way, and so far as I can gather, it was the rapidity of this movement which fooled the German commanders and led them into the error of believing the French and English armies to all intents routed.

Free From Poss.

From this supposed definite retreat of the Allies the German commanders took their cut. They had two alternatives before them; either they would have to pursue the Allies with the bulk of their armies, in the moment neg-

lecting Paris, or else let the Allies go and take Paris, a result apparently ardently desired from both military and political points of view. If they chose the first course they risked envelopment in a country cut by numerous water-courses—Marne, Grand Morin, etc.—but if they chose the second, such a vast number of troops would be necessary that elsewhere their lines would be so weakened that an offensive by the Allies might prove disastrous.

The battle commenced around September 5. The danger of the enveloping movement, probably foreseen by the Germans, but discounted because they thought the Allies definitely in retreat and incapable of serious fighting, at once became apparent. The French and British pressed in from the west, making a pocket, the bottom of which was in the region of Coulommiers, Courtacon, and Esternay, and here Generals, Foch, d'Esperey, and others, resuming the offensive, began their smashing blows. The rest of the story is known. The Germans retreated precipitously, leaving behind considerable material. The French praise the German commanders for escaping at all. Under less able leaders, the French say, they could not have extricated their armies, so well prepared were the plans of General Joffre.

GERMANS NOW KEEP AUSTRIA OFF ITALY

Changed Attitude of Germany Following Italy's Occupation of Avlona.

Rome, Jan. 8.—Italy's momentous move of occupying Avlona and the surrounding hill country has aroused intense irritation and discontent in Austria-Hungary. A Secola correspondent, telegraphing from the Austrian frontier, says that the Germans have intervened in Vienna in an endeavor to prevent a possible Austro-Italian incident at this delicate juncture. Count Berchtold, the Austrian Chancellor, had a lengthy conference with Emperor Francis Josef on the matter, and on returning to the Foreign Office the count at once sent for the Italian ambassador, who, it is reported, was requested to procure from Rome a fresh statement of Italy's declaration in October last that the latest move was merely a police measure for the time being applied in virtue of the decisions of the London Conference.

London, Jan. 8.—There is as yet no confirmation of the report that a German army corps has been sent to the Italian frontier, but it is reported from several sources.

MISS FRANCES HAZEN A BRIDE

St. John, N. B., Jan. 8.—Miss Frances Hazen, second daughter of Hon. J. D. Hazen, Minister of Marine and Fisheries, and Major T. Malcolm McAvity, of the 26th Battalion, were married here on last Saturday afternoon. Major and Mrs. McAvity left on the Boston train for a short honeymoon trip.

If they would not talk a good many handsome women would see meven more handsome.

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IT'S COLD OUT TUD DAY-BUT IM DRESSED FOR IT

OH-OO GOSH!

IF IM NOT DEAD-I CERTAINLY MUST BE AWFULLY MORTALLY WOUNDED!

HM-M. IT DONT SEEM TO HURT ME TO REMOVE TH' SHELL

MY BUT IM GLAD I PUT ON THOSE ELEVEN SHIRTS.

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