

No "Halt" in The Community Movement

A REAL CRISIS IS BEFORE STATES

New York Tribune Declares The Nation Is At The End Of Resources Of Diplomacy In The Negotiations With Germany

Germany, the Paper Asserts, Condone Murder And Asserts Her Right to Strike Her Foes When And How She Pleases--Her Necessity Is Above International Law.

New York, July 17.—The Tribune's editorial on Sunday "The New Crisis," and deals with the German note, concerning which it declares that "two things must be said: First, that the note itself is completely unsatisfactory; second, that the character of the communication indicates that we are rapidly approaching the most serious international crisis since 1898."

Continuing, the Tribune says in the following unmistakable language: "Stripped of all else, the German note asserts the principle that German necessity is above international law, and the conduct of Germany's enemies absolves her from all duty to respect the rights of neutrals. In sum, she asserts that there is a 'higher law' than international law, a right superior to neutral rights, and that is the right of necessity to strike her foes as she chooses."

"Now, this is nothing more nor less than von Bethmann-Hollweg's principle enunciated on the morning of the invasion of Belgium. This is an application and extension of the doctrine of 'the state of necessity.' This state warranted German invasion. It now justifies the murder of American citizens on the Lusitania. It is hereafter to authorize German regulation of the right of Americans travelling on the high seas."

"The United States' President Wilson has twice asked Germany to disavow the massacre of the Lusitania, and give guarantees that the offence will not be repeated. In the first German answer German action was partially defended by the suggestion that the Lusitania was armed. So far as the right of the Lusitania had been armed, German action was defensible in international law, and it was incumbent upon this country to disprove the German claim."

"But now, when President Wilson has disapproved the claim, Germany abandons its bottom line, her whole case on the doctrine that the conduct of her foes permits her to disregard all rights, not merely of her foes, but of neutrals. Such a doctrine can no more be debated than accepted. President Wilson has asked Germany to give up international law, and German diplomacy responds that the war has abolished international law—that British warrant has supplied German warrant for murdering American citizens."

"We are then frankly at the end of the resources of diplomacy. When Germany told us of her submarine blockade we warned her that we did not accept her principles and would hold her to 'strict accountability' for the invasion of our rights. When, despite our warning, specific and complete, she massacred our citizens on the Lusitania, we demanded a disavowal, a reparation and a guarantee that there would be no repetition."

"What we now have is a repudiation of international law, a proclamation that of all our rights only a fraction, under certain conditions, will be recognized, and save for these limitations German submarines will henceforth murder our wo-

men and children at their pleasure and whenever it can serve a German purpose. "With every desire to preserve peace, to continue friendly relations with Germany, what is the use of blinking at the fact the present German note creates? We cannot under any condition consent to overlook past murders or permit future slaughter of Americans merely because they exercise rights hitherto unquestioned, susceptible of questioning only on a basis of force and not of law or right."

"Let us not deceive ourselves. The German note is not to be read by itself, but to be interpreted in the light of all Germany has done since August 1st, 1914. The doctrine now promulgated explains the invasion of Belgium, the use of poison gases, the murder of the Americans on the Lusitania. It is the solemn and unmistakable proclamation of the German belief that there is no law when German interests are at stake, that custom, treaty, the familiar principles of common humanity become of no force, and as nothing when they interfere with German plans, purposes, ambitions, interpose between the Germans and their necessity."

"The most pacific of governments, the most long suffering of Presidents, the least martial of all nations cannot accept such a doctrine. It cannot submit to such a rule. One thing no nation can do is to permit the murder of its citizens, acting in accordance with right and on its own advice. To do this is not merely to accept dishonor; it is to surrender national independence."

"We have come, then, to the crisis. There is left only the possibility that the German government, threatened as she will not do. We can and the Tribune believes we should, recall Ambassador Gerard, since further negotiations seem impossible. But this is but a detail. The real problem is the action the United States must take if Germany again puts into operation the principles she applied to the Lusitania and reaffirms in her latest note. Is there any American citizen who can doubt what that action must be?"

"Every patriotic feeling will move Americans to-day to give President Wilson loyal, sympathetic, complete support. The honor of the nation is in his keeping and the making of the future will be shaped by his decisions. Since Abraham Lincoln no man has borne graver responsibility, but this time he is sure of the support of a united country, a nation and a people."

"But, while waiting patiently and confidently upon his decision, let us not blind ourselves to the issue nor shrink from the eventualities. Germany has massacred American citizens, and in response to a demand that murder cease and that there be reparation for previous killing, the German Government has replied that it reserves the right to kill Americans in defiance of international law and without regard for ordinary humanity when it chooses, and except on certain conditions which it has said down. Once the issue is established, what further debate can be required?"



Halt!

The command to HALT has back of it the power of the army. In hundreds of communities in this country to-day a HALT has been called on the Community Robber, on the man or woman who, thinking of unthinkingly, robs the community by refusing to patronize HOME interests. What's needed to-day are MORE sentries, more men and women to call a halt on such thoughtlessness. Our community is asked to take a definite stand on this question. Let each man appoint himself a sentry to see that the community life is preserved. Other communities have fallen in line. They have hoisted the Home Trade flag. WE must fall in LINE or fall BEHIND. Forward, March

The "Community Builder" idea is endorsed and approved of by, among others, the following well-known and reputable business concerns:

- ANGLIN, S. & CO., Manufacturers of Fine Woodwork, Sash and Doors.
ANGROVE BROS., 120 Clarence St., Automobiles and Supplies.
ASSELSTINE, J. S., D. O. S., for Perfect Vision Glasses, 342 King St.
BELL, R. CHAS., 239 Bagot St., Insurance and Real Estate. Phone 1002.
BELL, DR. JEO. W., 140 Clarence St., proprietor of Dr. Bell's Veterinary Medical Wonder, the most popular medicine in Canada.
BEST'S, the Popular Drug Store.
COOKE, J. B., Dist. Mgr. Imperial Life, 332 King St. Phone 503. Res. 842.
CARROLL, J. K., AGENCY, Real Estate and Insurance, 56 Brock St. Phone 68.
COLLEGE BOOK STORE, Stationery, Music and Pictures.
COLLIERS TOGGERY SHOP, Opera House Block. Hobbs and Campbell Clothing for the best dressers.
DOMINION TEXTILE CO., Manufacturers of Cottons, Prints, Sheetings, etc.
DAVIS DRY DOCK CO., Manufacturers of Motor Boats, Gas and Steam Engines. Phone 420.
GRIMM, N. R., 102 Princess St., Best Home Made Candles and Ice Cream. Phone 797.
GILBERT, JOHN, Grocer, 194 Barrie St. and 94 Gore St.
HARRISON, T. F. CO., Furniture, Carpets and Linoleum.
HAMILTON, MISS E. D., Exclusive Millinery, 370 Princess St. Phone 1267.
HALLIDAY ELECTRIC CO., 245 King St., Electricians and Electrical Contractors.
HALL, DAVID, Prompt attention paid to all kinds of Plumbing, Gas-Fitting and Hot Water Heating, 60 Brock St. Phone 335 and 856.
HUTTON, J. O., Insurance and Real Estate, 18 Market St. Phone 703.
JACK JOHNSTON'S SHOE STORE, 70 Brock St. Phone 1246. We specialize on Men's and Boys' Solid Leather, Fine Boots and Shoes.

- JENKINS, E. P., CLOTHING CO. Agents for Fashion Craft and 20th Century Clothing.
KINGSTON ICE CO. LTD. Phone 1307. Pure Ice.
KINGSTON HOSIERY CO., Manufacturers of high-grade "Imperial" Underwear and Hosiery.
KINGSTON BRICK & TILE CO., Manufacturers of Brick and Tile, 611 Division St.
KINNEAR & D'ESTERRE, Manufacturing Jewellers, 100 Princess St. Phone 336.
LAIDLAW, JOHN & SON, Dry Goods, 172 Princess St. Phone 397.
LIVINGSTON, C. & BRO., Clothiers, Gents' Furnishers, Military Tailoring, 77 Brock St.
LOCKETT SHOE STORE, Boots, Shoes, Trunks, Suit Cases, etc., 116 Princess St.
MANUFACTURERS' LIFE INSURANCE CO. M. G. Johnston, district manager, 58 Brock St.
MENDELS, Kingston's Only Exclusive Ladies' Ready-to-Wear Store, 132 Princess St.
MCKELVEY & BIRCH sell the Happy Thought Range. There are 4,500 of these in use in and about Kingston.
NEWMAN & SHAW, the Always Busy Dry Goods Store, 122 Princess St.
PERCIVAL & GRANGER, Local Agents McCormick Mfg. Co. All kinds of Biscuits and Confectionery.
REDDEN, JAS. & CO., Grocers, 176 Princess St.
SAKELL, T., Best Ice Cream in Kingston by Government Test.
SARGENT, T. H., corner Princess and Montreal Sts. Pure Drugs, Toilet Requisites, etc. Phone 41.
SUTHERLAND'S SHOE STORE, 103 Princess St. Phone 448. The Home of Good Shoes.
TOYE, R. H. & CO., Bread Bakers and Wholesale and Retail Confectioners.
UTILITIES COMMISSION, Electric Light, Gas, Power and Water. Office, 19 Queen St.
WAWICK BROS., 180 Princess St., Dry Cleaning, Pressing, Repairing, Dyeing. We know how.
WILSON, LITTLE, BADGEROW CO. LTD., Manufacturers of Pure Spirit Cider and Malt Vinegars, Bagot St.

Any other firms who are interested in this campaign can secure further particulars by calling up the Whig's Business Dept., Phone 243.

SOME OTTAWA GLIMPSES

Special Correspondence by H. F. Gadsby.

Knocking the Nation's Railway

Ottawa, July 17.—The good guessers at the capital are apprehending from the Hon. Arthur Meighen's published remarks that the chief role of this rising young statesman, who acts as understudy to all the leading characters in the Cabinet, is to knock the National Transcontinental Railway. His method is to talk rapidly about the N. T. R. and so divert attention from the Government's shortcomings with the Laurier Government. This is merely an expression of coming with the policy which has been actively pursued ever since the Borden Government took office. The National Transcontinental Railway is in many respects an ideal railway. Outside the material benefits it would bring to the country, the Laurier Government was inspired by the laudable ambition of having her in Canada the best railway in the world, as we already have the biggest in the shape of the C. P. R. On that principle the N. T. R. was built, a high class railway with heavy rails, solid road bed, steel bridges, low grades and easy curves—a railway that would be laid down like Shakespeare's fame, not for an age, but for all time, and would cost very little for patching.

As far as possible the National Transcontinental was built to those standards, so that when the Conservatives came in they found it almost too good to be true. They at once proceeded to lay hands on it and spoil it as much as might be necessary for their purposes. These purposes were two: to cast discredit on the Laurier Government and to help their chosen friend, the C. N. R., by their acts of omission and commission toward the National Transcontinental. It is quite obvious that any policy which makes the National Transcontinental a worse railway than it was intended to be helps the Canadian Northern. For this policy is not absolutely to blame—the affection of the Borden Government was largely "wished" on them by the Government's desire to acquire merit by boosting a project of any kind. The C. P. R. not being any longer in the field, the C. N. R. was the next best bet.

The National Transcontinental has been assaulted in two ways—by word and deed. The words include the Staunton-Gutelius report, which, in spite of the commissioners' ferocious intentions, failed to smear the road with a bad reputation. The words also include the hired efforts of a Yankee writer, who succeeded in getting his stuff into an American magazine and to that extent made N. T. R. financing in London difficult. Mr. Meighen's invidious remarks are the latest contribution to this campaign of detraction which has been backed by competent deeds. The words and deeds, as Finance Minister White would put it, are synchronic.

For example, while Mr. Meighen is on the stump, Mr. Cechrane and Mr. Gutelius are buying a lot of second-hand locomotives, superannuated freight cars and other junk, so that the railway of their hire will be crippled with poor rolling stock. Moreover, during the two years Messrs. Staunton and Gutelius were engaged on their \$150 a day report, the Department of Railways was busy furnishing them with corroborative evidence by putting in switch-back grades, increasing curves, substituting wooden bridges for steel, and monkeying with the works generally. This policy, whether one of spite against the Laurier Government or deliberately collusive with railway corporations which greased the boon of competition and cheaper freight rates, has been successful to the extent of enabling the G. T. P. to refuse to operate the Eastern part of the road, on the ground that changes were made in construction which did not receive the approval of the company's engineer as per agreement made and provided in the National Transcontinental Railway Act.

It has also landed a Government, which is not keen on public ownership, in the morass of public opera-

tion, which tends to show how far a bunch of reactionary politicians will go in the matter of biting their nose off to spite their face.

Marred and shorn though it is by partisan meddlers, the National Transcontinental retains many of its good features. It is approximately as straight as the crown lines, and shortens the journey between Great Britain and the Far East by five hundred miles. The Borden Government has made it a little harder for the crowd to fly straight by sharpening the curves, but otherwise the advantage holds. The road has, generally speaking, grades of 1 to 250 for the east bound traffic and 1 to 170 for west bound traffic, which means fewer trains, heavier loads and saving in freight rates, which with the water routes, as a matter of comparison, the hauling power of an engine on the N. T. R. is seven times as great as it is on the C. P. R. Incidentally the N. T. R. cuts off 200 miles of the present intercolonial distance between Quebec and Canada's nearest winter port, St. John.

It is the only all British railway on the continent, under one management, traverses Canadian soil from ocean to ocean, and by its connection with the G. T. R., transfers the through-traffic interest of the G. T. R. from the Western States to Western Canada. If given half a chance it should double the industrial and productive area of Canada, developing the hinterlands of the North West, Quebec and Ontario, opening up the coal fields on the Saskatchewan, Athabasca and Peace Rivers, providing an interchange of products between the prairies and British Columbia, furnishing competition in transportation to 1,200 miles of grain-growing country in the West, and ensuring a third railway outlet from and through the wheat fields to the lakes. Judged by ultimate results the railway was built economically. The C. P. R. got a cash subsidy of \$25,000,000, completed railway another \$25,000,000, 25,000,000 acres of land at a computed present worth of \$250,000,000, and the privilege of establishing town sites. It also got tax exemption for its land for twenty years from the issue of the patents of Canada, and freedom from Government control of rates, until its dividends are ten per cent. on its capital—said dividend having been successfully dodged up to this moment by cutting melons, embarking in branch enterprises and other devices well known to financiers. The C. P. R., with all its special privileges, is owned from end to end by a private company.

The N. T. R., on the other hand, was built without land grant, tax exemption, or provincial or local aid of any kind. The Government has absolute control of its freight rates—and the railway is under the jurisdiction of the Railway Commission throughout its whole length, which the C. P. R. is not. The Act provides against over capitalization and secures running rights to other roads throughout its whole length. The only financial aid given to the Grand Trunk Pacific was a guarantee of interest, and the Borden Government had not interfered with the arrangement, the Government owned and constructed section east of Winnipeg would have been rented to the G. T. P. at a sum sufficient to pay interest on the amount invested. The Dominion of Canada owns one-half of this great transcontinental railway in fee simple and has lien on the other half for security of its guarantee of interest.

On the whole, the National Transcontinental, as the Liberals left it, was a great railway, with all the modern conveniences and precautions in the way of Government control of rates, over capitalization and like matters. What is it now? The Hon. Arthur Meighen is doing his best to answer that question.

—H. F. G.

GREY ALMOST UNMANNED.

Given Pervert Welcome on His Reappearance. London, July 17.—The Daily Chronicle, says: "Sir Edward Grey, on making his first appearance in the House of Commons after several weeks' absence owing to an affection of the eyes, received a welcome so fervent that he was almost unmanned by it. "As soon as the Foreign Secretary rose to reply to the first question on the paper, spontaneous cheers broke from all quarters of the House, and were sustained for several moments. Sir Edward meanwhile standing at the table with bowed head, embarrassed by the warmth of this hearty and affectionate tribute. "He is vastly improved in his health. His old haggard look is gone, and there is vigor in his carriage, and air. In short, he seems to have been quite revived by his sojourn amid those rural scenes which he loves so much."

BORDEN HAD TO SPEAK

Audience Was Insistent at London Theatre Matinee. London, July 17.—Sir Robert Borden and General Alderson were among those present at the Queen's Theatre yesterday at a successful matinee given by the Women's Volunteer Reserve and Girl Guides in aid of the Canadian Red Cross Fund. The premier was given a rousing welcome and responded briefly to insistent calls for a speech. He paid generous tribute to the women of England and Canada, whose work had won the gratitude of the Empire. The gallantry of the Canadians at the front, he said, had made all realize that the sons of the Dominion had not forgotten the great traditions of their ancestry. Canada was proud of them. What they had done the Canadians now going forward would also do. He intended to visit the Canadian detachments both here and in France, as well as the Canadian wounded in the hospitals before returning home.

\$18,000, STAPLES' AIR BRAKE PROFIT

Colonel Cleans Up Well on His Stock—Sells When Boom Is On.

Watertown, N.Y., July 17.—Col. O. G. Staples, proprietor of the Thousand Island House at Alexandria Bay, made from \$18,000 to \$20,000 on the recent rise in the stock of the New York Air Brake Company. Col. Staples has, for a long time, been a holder of brake stock, and his dividends have been about \$12,000 a year. During the recent rise Col. Staples disposed of a small part of his stock, "a third and two shares," as he expressed it, with very good results. He has determined to hold on to the bulk of his stock, however, as to-day he forecasted that the price would go as high as 150 within the next three months. It is also said that the dividend would be increased to ten per cent. At present a dividend of six per cent. has been paid.

LOW FARES.

To California Expositions Via Chicago & North Western Railway. Four splendid daily trains from the new passenger terminal, Chicago to San Francisco, Los Angeles and San Diego. Choice of scenic and direct routes through the best of the West. Something to see all the way. Double track. Automatic electric safety signals all the way. Let us plan your trip and furnish folders and full particulars. B. H. Bennett, G. A., 45 Yonge St., Toronto.

Clergyman As Recruiter. Woodstock, July 17.—Up to yesterday forty men had been recruited at the Armories for overseas service. Three young men were brought up from Princeton by Rev. W. E. Phillips of the Anglican Church there, who had been doing some recruiting on his own account. Another squad will likely be sent to London in a day or two.

Conceit and deceit usually inhabit the man with the small mind. Home is often times the happier because forbearance is there.