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WORLD MUST PAY DEBT TO BELGIUM

George Bernard Shaw Says England and France Should Have Saved Little Kingdom.

COULD FARE NO WORSE

Have Saved Their Own and World's Honor, but Can't Live on Sympathy.



George Bernard Shaw

BY GEORGE BERNARD SHAW. If I were to say to a Belgian that the words butter no parsnips, he would wonder what on earth I meant. That is perhaps fortunate; for if every nation had reason to remind the world of that saying, it is the Belgian nation at the present crisis.

BELGIUM IS FOUND AT POST OF DANGER. History repeated itself at Liege. There, too, Belgium was at the post of danger. There she held the bridge for the whole west of Europe against France.

For I repeat, France and Britain did not save Belgium. Liege fell. Brussels was taken. Antwerp, Ghent, and Bruges, and Ostend, Louvain has been sacked more scientifically than Iambly by Suwarrow; towns like Termonde have had the fiery chariot of war driven to and fro over their corpses until they are three slain, like the dead in a fair's story; and the Belgian government has been driven out into a foreign land.

For they must make it good. If they do not drive the Germans out of Belgium and offer their armies as the guard of honor to the most popular monarch in Europe on the day when he takes his seat again on his throne in Brussels, they will be either dishonored or beaten.

Most unfortunately for Belgium, it has been almost impossible hitherto to procure publicity for an adequate acknowledgment of this obligation or a fair statement of her case. The horror inspired by war is so great that all the belligerent nations began by insisting that they were engaged in a defensive war. They would have it that they were the innocent victims of an unscrupulous and unexpected aggression.

CANADIANS GO TO FRONT

Part of Contingent Given Chance to Show Fighting Abilities.

LONDON, December 25.—Part of the Canadian contingent, members of which have been rather restive under training on Salisbury Plains, has now been given a chance to show the men's fighting abilities in trenches in Northern France.

Princess Patricia's regiment, largely composed of men who have seen previous service, entrained yesterday for Southampton, where they embarked for a French port. They are to be followed by Scottish regiments and later by other units.

It was hoped when the contingent arrived that the Canadians would form an army of their own, but being composed of both experienced fighters and raw recruits, that was found impracticable unless the contingent were to remain in England indefinitely.

Now they are being sent out as they become eligible, and will take their places with British regiments. They will not, however, lose their individuality, and in time the main body will go out as the "Canadian Contingent." The men have had a hard time on Salisbury Plains, but there has been little grumbling. With transport motors and wagons continuously passing, the camp has been churned into a field of mud, while the weather has proved trying to men used to the dry, bracing atmosphere of Canada.

TO AID BRITISH FARMERS

Belgian Experts Will Instruct in System of Intensive Cultivation.

[Correspondence of Associated Press.] LONDON, December 25.—England is to reap benefits from the agricultural skill of the Belgian farmers who are exiles in Great Britain.

The appreciation of English hospitality, the Belgian Queen has suggested that agriculturists from her country instruct British farmers in the system of intensive cultivation which has made Belgium famous. Arrangements are being made for Belgian experts, who will direct their fellow countrymen in preparing English land for intensive cultivation.

The Belgian knowledge of soil culture is the secret of the great success farmers of the little kingdom have achieved. A tiny tract of land is sufficient to support a Belgian family in comfort, and the refugees are willing to import their knowledge to their English hosts.

FOR REPORTS ON TOBACCO

Expert Agents Recommend Extension of Data on Imports.

WASHINGTON, January 9.—Expert agents of the Census Bureau have recommended, after a careful investigation, that imports of stocks of leaf tobacco on hand April 1 and October 1 of each year should be so compiled as to show the quantity of tobacco produced each year, the quantity utilized in domestic manufacture, exported, imported and on hand at the beginning and end of the year.

The committee points out that, while accurate statistics for all those items are not available, such data as is at hand should be included, with proper explanation, and that if the data were perfect it would be of great assistance to all engaged in the tobacco industry.

Present reports required by law give only the aggregate stock of tobacco in the hands of certain dealers and manufacturers other than original growers.

MEDALS FOR BRAVE SEAMEN

Presented to Men of the Kroonland Who Rescued Voltour's Survivors.

NEW YORK, January 9.—William C. Redfield, Secretary of Commerce, presented to-day to Captain Paul H. Kreibohm a watch, and to thirty-five officers and seamen of the Red Star Line steamship Kroonland medals, awarded to them by Congress for their rescue of eighty-nine survivors of the steamship Voltour, burned in mid-Atlantic on October 9 and 10, 1913.

The watch given Captain Kreibohm bears an inscription mentioning the heroic rescue. The Kroonland's second officer, Frederick Mansfield, and four other officers received gold medals, five petty officers silver medals, and twenty-nine seamen bronze medals. Each medal bore a draped figure pointing to a burning steamer.

URGE INVENTORY OF GUNS

Officials Want to Set at Rest Rumors of Sales to Warring Nation.

WASHINGTON, January 9.—War Department officials here to-day believed that an inventory taken by Secretary Garrison, showing that none of the government's discarded Krug-Jorgensen army rifles had been removed from arsenals since the European war began, would set at rest persistent rumors that they were being sold to European belligerents.

Secretary Garrison declared the government had no present intention of changing its order prohibiting sale of the guns. He said there was no foundation for the rumors, and that the order stop the sale of the guns was issued to make sure that none reached the fighting nations.

RESTAURANTS IN SCHOOLS

Cost of Any Article on Menu Will Be Yent to the Children.

NEW YORK, January 9.—Restaurants in twenty-four New York public schools will be opened next Tuesday, and cooking classes under the guidance of experienced teachers will serve lunch to hungry pupils.

The cost of any article on the menu will be cent to the pupil, but to children too poor to pay for food, tickets will be distributed by the teachers. The lunches will consist of a meat stew or soup, fruit and chocolate.

KIPLING DESCRIBES INDIAN TROOPS

Regiments From All Old-Known Stations of East Curse Cool Barrack Accommodation.

SMALL BLOCK OF ANGLO-INDIA

Rejoice in Keen Autumn Smells, and Parade Long Streets Filled With "Europe Shops."

BY RUDYARD KIPLING. (Copyright, 1915, by Rudyard Kipling.) FIFTH ARTICLE.

Working from the east to the west of England, through a countryside alive with troops of all arms, the car came at dusk into a cathedral town entirely inhabited by one type of regiment. The telegraph office was an orderly jam of solid, large-made men, and the years of discipline behind them and the sun of Indian galls on their faces—Englishmen still so fresh from the troop ships that one of them asked me: "What's the day o' the month?"

They were advising friends of their arrival in England, or when they might be expected on short pass at the week's end; and the fresh-faced telegraph girls behind the grilles worked with six pairs of hands apace and all the good will and patience in the world to back them.

That same young woman, who, with nothing to do, makes you wait ten minutes for a penny stamp, who she finishes a talk with a lady friend will, at a crisis, go on till she drops and keep her temper throughout. "Well, if that's her village," I heard one of the girls say to an anxious soul, "I tell you that that will be her telegraph office. You leave it to me. She'll get it all right."

He backed out, and a dozen more quietly took his place. Their regiments hailed from all the old-known stations of the East and beyond that into the Far East again. They were their cool barrack accommodation; they rejoiced in the keen autumn smells, and paraded the long street all filled with "Europe shops"; while their officers and their officers' wives and I think, mothers, who had come down to select a glimpse of their boys, crowded the hotels, and the little unastonished Anglo-Indian children circled round the knees of big friends they had made aboard ship and asked, "Where are you going now?"

One caught scraps of our old gipsy talk—names of boarding-houses, agents' addresses: "Milly stays with mother, of course." "I'm taking Jack down to school to-morrow. It's past half-term, but that doesn't matter nowadays"; and cheery farewells between men and calm-eyed women. Except for the frocks, it might have been an evening assembly at any station band stand in India.

Outside on the surging pavements a small boy cried, "Paper! Evening paper!" Then seductively, "Kargus!" "What?" I said, thinking my own backward-turning mind had cheated me. "Dekko! Kargus," said he. ("Look here! Paper!")

"Why on earth d'you say that?" "Because the men like it," he replied, and slapped an evening paper (no charge for a penny) into the hand of a man in a helmet.

Who shall say that the English are not adaptable?

The car swam bonnet-deep through a mile of troops; and a mile up the road one could hear the deep hum of all those crowded streets that the cathedral bells were chiming over. It was only a small block of Anglo-India getting ready to take its place in the all-England line.

SEW GUNS.

An hour later at — (shall we ever be able to name people and places outright again?) the wind brought up one whiff—one unmistakable whiff—of ghil. Somewhere among the English pines that for the moment pretended to be the lower slopes of the Dun there were native troops. A mule squealed in the dark and set off half a dozen others.

It was sew guns—batteries of them—waiting their turn also at the game. Morning lines as though they were imitative lines as though they were marching in from Jutogh—little, low guns with their ammunition; very big English gunners in disengaged attitudes, which, nevertheless, did not encourage stray civilians to poke and peer into things; and the native drivers all busied over their charges.

True, the wind was bitter, and many of the drivers had tied up their heads, but so one does at Quetta in the cold weather—not to mention "Peshawar"—and, said a native of drivers: "It is the cold for which we have no liking. It is the wet. The English air is good, but water falls at all seasons. Yet, notwithstanding, we of this battery (and, oh; the pride men can throw into a mere number!) have not lost one mule. Neither at sea nor on land have we one lost. That can be shown, said he.

Then one heard the deep, racking tobacco cough in the lee of a tent where four or five men—Kangra folk, by the look of them—were drinking tobacco out of a cow's horn. Their own country's tobacco, be sure, for English tobacco. But there was no need to explain. Who would have dreamed to smell bazaar tobacco on a South country golf links?

A large proportion of the men are forbidden; the Havilar major himself was a Sikh of the Sikhs. He spoke, of all things in this strange world, of the late Malachi McAuliffe's monumental book on the Sikh religion, saying, not without warrant, that McAuliffe Sahib had translated into English much of the Holy Book—the great Grunth Sahib that lives at Amritsar.

He enlarged, too, on the ancient prophecy among the Sikhs—that a hatted race should some day come of the sea and lead them to victory all

TWO MINDS WITH BUT A SINGLE THOUGHT



BROKER KILLS HIMSELF WHEN HIS FIRM SUSPENDS

G. F. Stringer, Jr., Found Dead Soon After Announcement of Failure on Floor of Exchange.

HAD SPECULATED IN WHEAT Badly Caught on Short Side, and Loses Money Belonging to His Customers and Friends—Wrongdoing Preys on Mind.

NEW YORK, January 9.—G. F. Stringer, Jr., junior member of the Stock Exchange firm of Stringer & Co., shot himself and died instantly in his office shortly after the suspension of the firm was announced to-day on the floor of the Stock Exchange.

To the sensational rise in wheat within the past few days was attributed the failure of the firm by C. A. Decker, its counsel. Mr. Decker said that Stringer & Co. had been "badly caught on the short side" of the market, and had failed for about \$160,000.

The firm of Stringer & Co. was organized May 23, 1912. It consisted of G. F. Stringer, Sr., and his son, of the same name. At the time of its organization the younger Stringer had not attained his majority. Recently, after he had reached the age of twenty-one, he was admitted as a partner. He was married.

A few minutes before the opening of the Stock Exchange to-day Stringer, Jr., left his own office and entered that of the Guan Ajuate Development Company, in which the firm of Stringer & Co. had an interest. When the exchange opened the failure was announced. Soon afterward the body of Mr. Stringer was found lying on the floor under a desk in the development company's office, with a revolver a few feet away. For more than an hour no announcement was made of Mr. Stringer's death. He had shot himself in the mouth.

The firm did a commission business of small proportions. For several years it had been interested in Mexican properties, especially mining companies. Unsettled conditions in Mexico, it was said, embarrassed the firm financially, and its suspension was attributed primarily to that.

C. A. Decker, counsel for the firm, said he knew of no reason why Stringer should kill himself.

Mr. Decker issued later a statement, in which he said: "The suicide of Mr. Stringer and the failure of the firm are due to the fact that the young man for the past month had been speculating in the wheat market with the money of his friends and his customers. When the market went against him, with its heavy resulting losses, he decided to end it all. He told his father of his financial condition yesterday.

"Young Stringer was an ideal young man. He was devoted to his wife and young baby, and was a loving son. I firmly believe that his speculations in the wheat market were the first and only wrong act he ever took part in in his life. The loss of his friends' and customers' money no preyed on his mind that he thought only death could atone for his mistake."

BLEASE GRANTS PARDONS TO 1,500 PAROLED PERSONS

With One Sweep of Pen, Restores Citizenship to Hundreds of Former Convicts.

SIGNS DECREE IN RED INK Action Will Increase to 3,165 Total Number Who Have Received Executive Clemency During His Four Years' Term—Breaks All Records.

COLUMBIA, S. C., January 9.—Full pardons to about 1,500 persons convicted in South Carolina of various crimes and paroled since January 1, 1911, were granted to-day by Governor Blease.

In addition to this number, who were included in a blanket pardon, and none of whom is now in the penitentiary or in prison camps, the Governor also to-day granted clemency to thirty-four convicts in the State prison and engaged on public works in the various counties. Of this latter number, eighteen were pardoned, ten paroled and six were given commutations of sentence; seven had been convicted of murder and ten of manslaughter.

The Governor had prepared a special decree granting full pardons to those paroled since January, 1911, and with one sweep of his pen, in affixing his name to this decree, he restored citizenship to approximately 1,500 men and women, who collectively had been found guilty of violating virtually every law of the State.

Governor Blease signed the blanket pardon in red ink. He accepted as corroboration the estimate of attaches of his office that his action to-day would increase to 3,165 the total number of pardons, paroles and commutations of sentence which he has granted since he assumed the office of Governor four years ago.

QUIET CELEBRATION URGED

People Asked to Postpone Public Festivities on Kaiser's Birthday.

AMSTERDAM, January 9 (via London).—The Prussian Ministry of State, according to a Berlin dispatch to the Telegraf, has issued a notice that, "in view of the seriousness of the times, the greater public festivities such as dinners and theatricals should be postponed on the occasion of the forthcoming birthday of the Kaiser, January 27."

"On the other hand," the notice continues, "celebrations appropriate to the significance of the day are contemplated for all creeds."

The Cologne Gazette says Germans in Vienna are planning to send 1,000,000 postcards, bearing Emperor William's portrait, to the Emperor on his birthday as a greeting. The Gazette deprecates the idea, and hopes its proposers will abandon it.

SEA MINE IS PROBLEM WHEN WASHED ASHORE

This Terrible Enemy of Shipping Dangerous to Those Who Attempt Its Destruction.

HOW IT IS ACCOMPLISHED British Mine Presents Most Difficulties, Being Made in One Piece, Those of French and Dutch Are Comparatively Simple.

AMSTERDAM, January 9.—The sea mine is a problem even after it has been washed ashore, and for those who must destroy it this terrible enemy of shipping offers the same danger it does to the crew of the vessels it happens to wreck. This is the discovery made by the men under Lieutenant C. J. Canters, of the Amsterdam torpedo-boat station, who has been charged by the Dutch government with the destruction of the mines that are washed ashore along the Netherlands coast.

So far, no serious accident has come to the men who render the stranded sea mines innocuous by exploding them where they are found. But there have been many narrow escapes, due mostly to the fact that the English mines cannot be taken apart, as can the French and Dutch mines. In case of the latter, the shell of the mine consists of two half-spheres, united by a flange and rivets, while the English mine shell is cast in one piece and then loaded through a "manhole."

While it would be possible to remove the cover of the manhole, this is considered too dangerous, for the reason that the very sensitive initial charges of the mine lies close to the aperture. This leaves but one method in which the mine may be destroyed—explode it, case and all. The fragments of the shell fly far and wide; one of them, weighing six pounds, was recently found 600 yards from the scene of the explosion.

Of eighty-three mines on which reports have been made so far by Lieutenant Canters, seventy were of English origin, or nationality as it is expressed here; four were French and eight Dutch, while the remaining one could not be identified. These figures show that the task of the mine destroyers has been no pleasant one. Being hit by a fragment of the shell was a chance the men took every time they attempted the disablement of an English mine.

FRENCH SEA MINE IS EASILY DISPOSED OF

The French sea mine is more easily disposed of. In this case the shell is broken open with a light charge of picric acid; the charge of gun cotton is then removed, and exploded without scattering a hail of iron in all directions. The operation resembles almost that of opening a walnut with a knife and in a way is just as easy.

Manchester Bank Meeting. The stockholders of the Manchester National Bank will hold their annual meeting on Tuesday at noon in the quarters of the bank at Tenth and Hull Street. Officers for the coming year will be elected.

SHIP-PURCHASE BILL IS ONLY SOLUTION

McAdoo Discusses Problem of Building Up Adequate American Merchant Marine.

MAKES SPEECH AT CHICAGO

Matter Not a Partisan Question, but Policy Long Indorsed by Both Parties.

CHICAGO, January 9.—Secretary McAdoo declared to-night in a speech to the Commercial Club of Chicago that the administration ship purchase bill, now pending in Congress, offers the only solution of the problem of how to build up an adequate American merchant marine. It promises, he said, to overcome many of the obstacles the European war has thrust in the path of American trade expansion and to help prosperity.

The creation of an American merchant marine, he argued, is not a partisan question, but a policy which has received the indorsement of both the Democratic and Republican parties for thirty-five years. Failure of the Republican party to legislate to that end, in twenty years of power, he said, showed it the more culpable.

"The Democratic party," he added, "now has the power to legislate, and it will be equally culpable if it fails to act. It will be even more culpable, if it does nothing, since the emergency created by the European war has emphasized, as nothing else could have done, the supreme folly of subjecting the foreign commerce of this great nation to the hazards of ocean transportation under the flags of nations now engaged in the most gigantic war of all time. Regardless of these hazards, it is even greater folly from an economic point of view, to continue deliberately a policy of trying to build up a great foreign trade by leaving to our rivals the control of the vitally important instrumentalities of ocean transportation. So long as our competitors own the ships they make the rates, they control the service, and they determine the routes. With this power it is easy to favor their own commerce and discriminate against ours.

"So long as England commands the sea, our commerce will not be stopped. But who can foretell the eventualities of a great war? It is inconceivable that a daring German squadron might get into the Atlantic and play havoc with our commerce in British bottoms. No one can tell how long the war will last, and every day that it continues our foreign trade is subjected to its vicissitudes and dangers. Is it fair to our producers, our merchants and our manufacturers to force such risks upon them? Are we justified in putting the prosperity of our country in needless jeopardy?"

UNPRECEDENTED INCREASE IN OCEAN FREIGHT RATES

The secretary pointed out that the withdrawal of 13 per cent of the world's total steam tonnage—which before the war amounted to 45,400,000 tons—had operated to increase ocean freight rates in unprecedented fashion. The lack of American bottoms and the fact that neutral ships cannot be depended upon has practically destroyed the trade of the United States with some of the belligerent nations in noncontraband articles.

Mr. McAdoo referred to the increase in rates, and said that on all commodities it has amounted to between 50 and 300 per cent, whether cargoes were for English, European or Mediterranean ports.

"These enormous increases," he said, "constitute a heavy tax on the American producer. They are reflected in the lessened prices which he has been compelled to take for his product. The increased cost of carrying American produce and commodities to European ports since the war broke out runs into millions.

"This great sum represents a heavy toll that has been exacted by foreign steamship owners from American shippers and producers. It is, in effect, a penalty they are paying for the failure of American politicians to carry out their repeated promises to the American people. Foreign owners may increase their rates overnight arbitrarily—we have no power to prevent it—and we must pay the price or stop our shipments. Already our commerce is being retarded by the relentless hand of tribute which lies heavily upon it, and which will lie more heavily upon it with each day that passes, because ocean freight rates are still rising."

OPPORTUNITY KNOCKING AT DOOR OF NATION

Opportunity to grasp a large amount of trade is knocking at the door of the nation, the secretary declared, but business men must have assurance of ocean transportation under the American flag, equal in quality, reliability and regularity with European competition.

"American trade in foreign markets," he said, "will follow transportation under the American flag and thrive as it never did before. The markets of the world are before us—the Orient as well as South America. Enterprise and courage are needed to secure them."

Mr. McAdoo urged that efforts to build up a merchant marine through ship subsidy had failed, that changes in the navigation laws, with reduced wages to American seamen, would not be tolerated, and that the policy of discriminating tariff duties favoring imports in American ships had been proved unworkable. Guarantees of principal and interest of bonds issued by private corporations engaged in shipping, he said, was not worthy of serious consideration. The alternative left to those who wish to see the American flag flying in every port was in the bill now in Congress, with its private corporation, of which the government shall own 51 per cent of the stock.

The main objection to that plan, he pointed out, has been that it puts the