The Washington Times

PUBLISHED EVERY EVENING
(Including Sundays)
By The Washington Times Company,
THE MUNSEY BUILDING, Penna. ave.

FRANK A. MUNSEY, President.
R. H. TITHERINGTON, Secretary.
C. H. POPE, Treasurer.

One Year (including Sundays), $3.50. Six Months, $1.75. Three Months, 90c.

FRIDAY, NOVEMBER 26, 1915.

"FRAT" MEN IN CORNELL

Fraternity men in Cornell are improving their scholarship, according to President Jacob Gould Schurman, who notes with satisfaction that while the standing of students outside the Gree kletter societies still is higher than that of the initiates, the "frat"men have bettered their average over the preceding year while the others have not.

But the societies have not yet done their full duty, though President Schurman finds nothing surprising in the fact that inexperienced youth should make mistakes in the appraisal of objects or ends of action. There is, however, evidence that standards are changing. Sixteen of the fraternities have pledged themselves to postpone "rushing" until the second term, thus giving more time for judging the scholastic abilities of the freshman.

From this beginning President Schurman hopes the development will continue until the sixty fraternities at Cornell become what they should be—inspiring and radiating centers of scholarship and study, not merely delightful homes and social clubs.

WHERE THE CHESTNUTS COME FROM

This war makes itself felt in many curious ways. Hundreds of epicures who sat down at Thanksgiving dinners yesterday missed, on its account, that choice viand, highly prized, turkey stuffed with chestnuts.

Italians are eating their chestnuts for food, and France, while she does not prize them so highly as a substantial article of nourishment, can't ship them to this country because of embargoes.

The American crop of chestnuts is scarce this year. With the American variety hard to get, and the large, luscious marrons of France and the castagnae of Italy missing, and only a few Spanish chestnuts on the market, many households had to resort to oysters, or plain pickean bread crumbs.

Here is where the Bureau of Foreign and Domestic Commerce can come to the rescue of the American table. Chestnuts of excellent quality abound, at low prices, in Japan and China. This dearth of "stuffing" of the right sort today may open up one more channel for foreign trade.

SERMONS THAT GET PRINTED

One observant reader of newspapers remarked, after looking over the papers of several cities yesterday, "Isn't it strange that so many preachers get on the first page on Thanksgiving."

Not so strange, because, by common consent, clergymen on that day take subjects of wide general interest. They preach what they term "secular" sermons, instead of those they call "dogmatic" or "religious" which are expected to be the thing on Sundays.

Now an examination of the sermons preached yesterday indicates that they touched largely upon peace, upon the wisdom of preparedness, and upon undivided loyalty and patriotism. They were just as "religious" as those one is apt to hear Sundays. They were not dogmatic, or theological. But that does not mean that they were not religious.

If clergymen were content to preach merely "religious" sermons, and deal with such topics as the home, and the state, and the nation, with patriotism, and loyalty to ideals, and teach ethics, as applied to modern conditions, they would find larger audiences in their churches, and they would gain the wider audiences of newspaper circulation.

DANGERS OF RIFLE PRACTICE

The revival of revolver practice will be a most wholesome innovation for members of the police force. But with it should go proper and emphatic cautions against an overreadiness to use the weapon.

There is as much reason why policemen should know how to shoot as there is why the average citizen should learn the same art. There may be occasions upon which it would stand both classes in good stead. There are times, like the pistol duel in which Police Lieut. John E. Catts was injured, when it is imperative that the policeman should shoot, and shoot straight.

But Washington is not anxious for a repetition of such incidents as that which occurred here several years ago when a policeman shot a newsboy through the leg because the policeman thought he was stealing a paper from a door step. The only danger about having policemen indulge too enthusiastically in rifle practice is that they will regard the revolver as a short cut to making arrests in too many cases.

With that qualification, policemen should learn to shoot, not only for the sake of marksmanship, but because of the excellent training in self-control that range practice gives. To shoot straight a man must be in good physical condition, and any exercise which encourages policemen to keep in such condition is beneficial.

PAYING THE FIDDLER

A revenue system adequate to meet the necessities of the new naval and military program of this Government cannot, of course, be devised in detail until something definite is known about the character and scope of that program. On the other hand, the program cannot be accurately formulated till it is reasonably certain that the money with which to carry it into execution will be forthcoming.

But it is safe for Congress to go ahead planning its program of expenditures, because no Congress is going to spend money without a reasonably fixed purpose also to provide it. The nation is wealthy enough, the people are willing enough, to carry the burdens of a proper defense program, to make it safe to go ahead. There never was a time when stronger arguments in favor of the budget system of revenue management were to be deduced from current experience; but the budget system has not been established, and the exigency cannot await its creation.

There will be plenty of discussion of the revenue proposals of Secretary McAdoo; but it is likely that his plan of "pay as you go" will appeal to most people and be accepted by Congress. The emergency that requires this country to increase its revenue, say, from a thousand to twelve hundred millions of dollars a year is not one that justifies issuing bonds. The billion-a-year now spent is raised without grave imposition on anybody. To add two hundred millions to its sum would not be seriously noticed. So far as concerns the country's capacity to pay, there need be no great worries, but there is room for disagreement about the precise methods through which money is to be produced.

The McAdoo plan contemplates increasing customs revenues at no point. It proposes to repeal the free-sugar clause, which in the normal course of events would become effective May 1 next, and thus to retain some $52,000,000 annual income which would be wiped out if this clause were left on the statutes. That this feature will be readily adopted is not seriously to be questioned. It took all the influence that the Administration could bring to bear, to adopt the schedule that looked to ultimate free sugar. It will be a good deal easier to repeal that clause than it was to enact it.

But aside from this concession to revenue necessities, the Administration proposes to give no recognition to tariff needs. It will stand by the Underwood measure, and ask the country to pay direct taxes instead of indirect ones that mean protection. On this point there will be made up an issue that will not fail to have important bearing on the work of the coming Congress and on the Presidential campaign of next year.

The Treasury plan, it will be observed, does not include any additional imposts on liquors, either malt or distilled. Explanation of this is found in the statement from high Administration quarters that the last increase of malt liquors was about all the industry was thought able to bear, while the tax on distilled liquors was already so high that to increase it would be likely to reduce production and therefore revenue. This, of course, is a purely mathematical calculation, with no consideration for sentiment concerning other than revenue aspects of the question. There will be consideration of those aspects, however.

WORLD BUYING FROM US AND WORLD PAYING TO US

What the American International Corporation, properly supported not only by the American people but by the United States Government, can do for the foreign business of this country is incalculable. But for the fullest possible benefits of that superbly ambitious world enterprise to be realized, the Government must begin to do its share even while the international company is organizing for its operations abroad.

There are many things demanding the prompt and effective attention of the Government. There is the matter of an American merchant marine to be created and operated as a self-supporting industry ranking in economic success and power with our great transportation, mining, and manufacturing systems.

There is the matter of an adequate navy not merely for home defense but to protect that merchant shipping once it has been brought into existence and sent a-trading on the Seven Seas.

There is the matter of a trained and competent consular corps working shoulder to shoulder with agents of our export industries in every port of the world.

There is the matter of special legislation to permit American producers and merchants to act in combination for the purpose of giving them the competitive brute force to batter their way into commercial strongholds across the seas.

Above all, there is the matter of regulating the manner in which the outside world, left deeply in our debt after the war, perhaps never wholly to emerge, shall pay us interest day in and day out, with occasionally something on acocunt of principal.

Of all these and other subjects which must be discussed over and over again before even the first chapter of the history of this, our new, international era is written, let us look now at this matter of foreign payment to us, which in the greater part and in the larger run always must be made in goods.

For payment to us on the debts now amassing for supplies bought from us during the war and on the accounts for buying from us when peace comes, the only capital coin being the products of the debtor nation or of the purchasing nation, we must be prepared to take imports from the world in huge volume; for we must be paid; in the bigger measure there is no other way in which we can be paid.

And those import payments by hundreds of millions more a year than we ever took before we can take now and in the future without having them sweep away our own industries.

But they must be regulated as to specific kind by the need of our own producers to compete here at home with the foreign offerings and by the ability of our own industries to survive. They must be governed as to volume by the capacity of our markets to absorb them without collapsing.

The one is as important as the other.

If we let imports wipe out a special industry we let them destroy American capital and impoverish American wage-earners.

If we let imports drag down the level of our whole market, then for every dollar of the foreign coin of products that we receive in payment of debts owed to us or of purchases made from us we clip the value of perhaps $1,000 of our own coin of domestic products. We shall be ruined by our depreciated currency of American production.

We can safely take prodigious payments in coffee, in tea, in silks, in rubber, in meat products, in fine raiment, in art objects, in toys, in articles of pure luxury, even in wool and in sugar, and in many other things. Living well and indeed extravagantly in our incomparable prosperity and wealth, we can take a stupendous total of such articles of payment and still maintain American industries.

We cannot have hurled upon us avalanches of the articles which our own people must produce and sell to preserve their own industrial existence without being cast into economic perdition.

We must have a national policy to save our most precious prize of all—American self-support.

IRRIGATION IN CANADA

At Bassano, Alberta, there is being held this week the greatest irrigation congress in Canada's history, in celebration of the first year's successful operation of the biggest irrigation project on the American continent. The Canadian Pacific railroad is the backer of the enterprise, which has made its full contribution to the record of western Canada this year in producing its largest crop. Dominion and provincial officials and other people of importance have gathered numerously for the congress; they will inspect the great Bassano dam, the Brooks aqueduct, and the $17,000,000 irrigation system.

That the most expensive and expansive single irrigation scheme on this continent has been executed in Canada will surprise many Americans. Yet irrigation is by no means an American specialty. The Russian government was, before the war at any rate, carrying out enterprises in Central Asia so vast, it is reported, as to make most of the United States' projects look modest. The Canadians are making special effort to couple up their new agricultural prosperity, incident to heavy crops and war prices, with social efforts in behalf of the farmers. Diversification of crops, better method of farming, improved home, school, and religious conditions, larger immigration and better markets are among the objects to which effort is being systematically directed.

E. T. Williams to Speak On Progress Of China

"The Modernization of China" is the topic of a lecture by E. T. Williams, to be given before the Twentieth Century Club on December 2 at 10:30, in All Souls' Church. Mr. Williams is chief of the division of Far Eastern affairs in the Department of State and has lived in China for more than twenty-six years as missionary and diplomat.

The board of directors of the club will meet at All Souls' Church, November 29, at 10:30.

GENERAL EXODUS TO ARMY-NAVY GAME IS ALREADY STARTED

Official and Social Washington to Be Well Represented at New York.

PRESIDENT TO BE PRESENT

Will Sit With Army in First Half and With Midshipmen After Intermission.

The general exodus of Washington's official population, incident to the Army-Navy football game in New York, began today.

Every northbound train leaving Union Station carried a detachment of the regiment which will represent the National Capital at the Polo Grounds.

President Wilson will attend the game as the commander-in-chief of both branches of the service which will battle for gridiron supremacy. He will occupy a box on the Army side of the field during the first half of the game and view the hostilities from the Navy side during the other half. Secretary Garrison will root for the Army and urge the Army mule to kick its worst, while Secretary Daniels will stay near the Navy's goat to keep the Army from getting it. The presence at the game will be official, for the setting for no Army-Navy contest is complete with the head of either branch of the service absent.

Capt. Julian L. Schley and Capt. Roger G. Powell, Assistant Engineer Commissioner of the District, have already gone to the game.

Guests of Captain Eberle.

The Secretary of State and Mrs. Lansing will be guests in the box of Capt. Edward W. Eberle, U. S. N., Superintendent of the Naval Academy, and Mrs. Eberle. Mrs. John W. Davis will be with them, the Secretary of War and Mrs. Garrison, who have been visiting friends in New York for several days, will occupy a box on the Army side, of course, while the Secretary of the Navy and Mrs. Daniels will entertain a party of guests in their box on the Navy line. Secretary and Mrs. Daniels, accompanied by their sons, Mrs. Daniels' mother and sister, Mrs. Adelaide Worth Bagley and Miss Bagley, left Washington on Thanksgiving Day, making the trip to New York aboard the Dolphin. Their Thanksgiving dinner was served at sea.

The Secretary of the Interior and Mrs. Franklin K. Lane and Mr. and Mrs. Adolph Caspar Miller will attend the game together; Mrs. Thomas Watt Gregory and Miss Jane Gregory, who are visiting in New York, will represent the Attorney General, and Mrs. Albert Sidney Burleson and the Misses Lucy and Sidney Burleson, the Postmaster General. Mr. Gregory and Mr. Burleson are spending the week end hunting in southern Maryland. Neither the Secretary of Commerce, Mr. Redfield, and his family, nor the Secretary of Labor, Mr. Wilson, will attend the game.

Officers of the Army and Navy on duty in Washington will exit almost in a body to reunite at the Polo Grounds in New York. The chief of staff, U. S. A., Maj. Gen. Hugh L. Scott, will occupy a box, and will have Mrs. Scott with him, as well as his daughters, Miss Blanchard Scott and Miss Houston Scott, his son, Louis Merrill Scott, who is visiting them at Fort Myer, and a number of guests. Lieut. and Mrs. David Scott also expect to attend. Maj. Gen. George Barnett, commandant of the Marine Corps, and Mrs. Barnett will be among the spectators. Major William P. Wooten, in command at Washington Barracks, will attend the game, accompanied by Mrs. Wooten and Mrs. Mark Brooke. Brig. Gen. and Mrs. William P. Hall will have their young daughter, Miss Therese Hall, with them and in the box with Rear Admiral and Mrs. William H. Benson will be Mrs. W. P. Wyse, of Baltimore county.

Will Join Her Son.

Mrs. Joseph E. Kuhn, wife of Colonel Kuhn, U. S. A., will join her son, Cadet Parker Kuhn, in New York and will have a party of young people with her at the game. Rear Admiral and Mrs. Robert E. Peary will entertain a box party, having among their guests Mr. and Mrs. Hawley, the former president of the Aeroplane Club, and Miss Peary. Mrs. H. T. Mayo, accompanied by her mother and son, went on to New York to join Vice Admiral Mayo for the occasion, and they will occupy seats on the Navy side. Brig. Gen. and Mrs. George P. Scriven will attend the game before returning to Washington from New York, where they have been spending several days; and among other service folk who will view the contest are Lieut. and Mrs. Leonard Hoffman, U. S. N.; Commander and Mrs. George S. Smith, U. S. N.; Commander and Mrs. George L. Willard, U. S. N.; Commander and Mrs. Edward Kelbfus, and Major and Mrs. Harold Reisinger, U. S. M. C., who motored to New York together; Major and Mrs. Lutz Wahl, U. S. A.; Capt. and Mrs. J. L. DeWitt, U. S. A., and Capt. and Mrs. J. H. Estes, U. S. A., who will attend together; Maj. Gen. James B. Aleshire, U. S. A., and his daughter, Miss Dorothy Aleshire; Dr. and Mrs. Charles H. T. Lowndes, U. S. N.; Major Edward Sigerfoos, of the War College, Mrs. Sigerfoos and Miss Grace Sigerfoos, Lieut. and Mrs. Russell Wilson, U. S. N.; Capt. and Mrs. Mark Bristol, U. S. A.; Capt. and Mrs. Marlborough Churchill, U. S. A.; Capt. and Mrs. Ralph Goldthwaite, U. S. A., and Mrs. Rush Fay, wife of Lieutenant Fay, U. S. N.

With Debutante Daughter.

Rear Admiral and Mrs. Albert Gleaves will have with them their debutante daughter, Miss Evalina Gleaves, and their niece, Miss Mary Truxton Garland, and among the other young people who are in New York for the occasion are Miss Margaret Read, daughter of Col. and Mrs. George Read and granddaughter of Lieut. Gen. S. M. B. Young, U. S. A., retired; Miss Louise Clark, daughter of Capt. and Mrs. George E. Clark, who will be accompanied by Miss Mary Wheeler Vest and Mrs. Douglas Green; Miss Katherine Du Bose, Miss Alice Goodwin, Miss Elizabeth Matteson, Miss Charlotte Capers, Miss Lillian Hendrick, and Miss Anna Pendleton, daughter of Col. and Mrs. Edwin P. Pendleton, U. S. A., who will be joined by her brother, Lieut. H. McE. Pendleton, who is stationed at Fort Ethan Allen, Vt.

Mr. and Mrs. Frederick Eichelberger will have with them Miss Marie Sims and Walter Penfield; Miss Edith Gracie, who is visiting her aunt, Mrs. Dallba Dutton, in New York, will be among the spectators at the game; and among other Washingtonians will be Harry Meem, Mrs. Howell Smith, and her niece, Miss Virginia Hereford; Mrs. I. T. Mann and her daughter, Miss Alice Mann; Mrs. George Appleby, Miss Lemira Gillett Hill, Miss Joan Ohl, Miss Flora Howard, Mr. and Mrs. Gustavus George Reiniger, and Mr. and Mrs. Claude Bennett.

One Year Ago Today in the War

Following the sinking of two British vessels off Havre by German U-boats, Winston Churchill depreciated Britain's sea losses, saying she could lose a battleship a month for a year and not be hurt; whereas Germany's sea power already has been paralyzed.

Actual Starvation Is Fate Confronting All In Serbian Territory

Woman Refugee Tells of Agony From Nish to Monastir When Even Horses Are Unable to Survive, and Nation Is Now Looking to America for Aid.

By WILLIAM G. SHEPHERD.

MONASTIR, Serbia, Nov. 23 (delayed).—Serbia is starving. Men, women, children, and even animals, fleeing before the advance of hostile armies, are dying of hunger by the roadsides and mountain paths.

In large areas of this war-racked country there has been no food for many days. Packs of dogs prowl the breadless land like wild animals searching for food.

The world war has developed no scenes of greater horror than those being enacted along the trail of the marching armies.

IS HIGHWAY OF AGONY.

The road from Nish to Monastir is a highway of agony, more dreadful than the corpse-strewn Klondike trail. It is lined with dead horses, interspersed with the bodies of men, women, and children, fugitives who dropped out through exhaustion and lack of food. More refugees are still streaming in, stumbling into the outskirts of Monastir, semi-delirious because of the privations they have suffered or hysterical with joy over their safe arrival in a spot where they may at least find some little food.

Madame Slavko Grouitch, who arrived today after a terrible twenty-day trip from Nish, described some of her experiences.

"Even the horses we rode were starving," she said. "Some fell exhausted by the roadside and died before our eyes. We were members of a government party, but the most we could get to eat each day was a scanty half loaf of bread.

"The others, women and children as well as the men, dragged themselves along day by day on foot with little or nothing to eat. Women fell ill for lack of nourishment and lay down in the road to die, surrendering babies and little children to the care of strangers.

"Only one narrow horse trail through Albania now leads into Serbia since the railroad was cut by the Bulgars. The same road supplies Montenegro and Albania. The people of those countries are facing starvation, too. But what is happening in Serbia is the blackest page in human history."

M. Michette de Welle, Belgian minister to Serbia, and one of the party of refugees of which Mme. Grouitch was a member, corroborated her statements.

"Have You No Bread?"

"Before I left Albania I offered my servants money," said the Belgian minister. "They burst into tears and cried to me: 'We can't eat gold; for God's sake, have you no bread?'

"Fleeing here from Nish we heard the wild screams of a man along the mountain road one night. They told us the next day the shrieks came from a man who had been murdered for his little chunk of bread.

"All Serbia is looking toward America for relief. Germany must let America help the Serbians. Cut off from the world, they will starve by thousands unless food comes."

Mme. Grouitch herself has wired John D. Rockefeller, asking aid for starving non-combatants. The message will be delayed several days in delivery and no answer is expected before the end of the week.

Food is very scarce here now. Even the hospital, full of wounded, lacks supplies of fuel.

Monastir's fall is expected very soon. If it comes within a few days thousands of refugees, now en route here, will be caught on the trail from Nish, without food and with no place of refuge but the mountains. Only a miracle can save them.

Mme. Slavko Grouitch, mentioned by Shepherd in the above Monastir dispatch, was formerly Miss Mabel Dunlop, of West Virginia, now the wife of the under-secretary of foreign affairs of Serbia.

Mme. Grouitch came to the United States on January 14, 1915, in the interests of Serbian relief and spent several weeks here. She became well acquainted with officers of the Rockefeller foundation. It was said at the Rockefeller offices today that her cablegram, urging relief, has not yet been received.

WHAT'S ON PROGRAM IN CAPITAL TODAY

Mass meeting, "Can the War Be Stopped"—Wm. Mrs. Philip Snowden, Mme. Rosiker Schwimmer, and Henry Ford as speakers, Belasco Theater, 2:30 p. m.
Illustrated lecture, "The Story of the Telephone," J. O. Martin, before Mt. Pleasant Citizens' Association, Emmanuel Baptist Church, Sixteenth street and Columbia road, 8 p. m.
Meeting, Mount Pleasant Citizens' Association, 8 p. m.
Illustrated lecture, by Enos Mills on the Rocky Mountain National Park, Home Club, 8 p. m.
Masonic—Hope, No. 20, grand visitation; St. John's, No. 11, grand visitation; Mount Pleasant, No. 13, Royal Arch, and Anacostia, No. 12, mark M. E. M.
Eastern Star—Takoma, No. 12, degrees by advanced line; Cathedral, No. 14, degrees; St. John's Lodge, No. 18, degrees and floral obligation.
Rebekah Lodges—Martha Washington, No. 3, business; Dorcas, No. 4, business.
Knights of Pythias—Syracusians, No. 10, require rank; Rathbone-Superior, No. 29, pass and esquire work.
Pythian Sisters—Rathbone Temple, No. 8, social.
Knights of Columbus—Keane Council, Knights of Columbus Hall, 8 p. m.
National Union—East Washington Council, Weller's Hall; McKinley Council, Washington Hall.
Royal Arcanum—Analostan Council, Pythian Temple, 8 p. m.
Lecture, "How to Avoid Contagious Diseases in Children," by Dr. H. H. Donally before Keep Well, St. John's Parish Hall, 8 p. m.
Lecture, India, by Mrs. Wilbur F. Crafts, before Woman's Interdenominational Missionary Union, 2 p. m.
Election by Admiral George Dewey Camp, U. S. W. V., Masonic Temple, Eighth and F streets northeast, 7:30 p. m.
Luncheon, Rotary Club, Continental Hotel, 12:30 p. m.
Meeting of Women of Shrine of the Sacred Heart Church parish, 8 p. m.
Lecture, "Socialized Germany," by Dr. Frederick C. Howe, before Geographic Society, Masonic Temple, Thirteenth and New York avenue, 4:15 and 8:15 p. m.
United Spanish War Veterans—Admiral Dewey Camp, No. 2.
Dance, Holy Name Society of St. Stephen's Church, Carroll Institute Hall, 8 p. m.

Amusements.

National—"Twin Beds," 8:15 p. m.
Belasco—"The Girl Smiles," 8:20 p. m.
Poli's—"A Message from Mars," 2:15 and 8:15 p. m.
B. F. Keith's Vaudeville, 2:15 and 8:15 p. m.
Casino—"Damaged Goods," 8:15 p. m.
Gayety—Burlesque, 2:15 and 8:15 p. m.

Tomorrow.

Special South American Club of the Young Women's Christian Association in association rooms, 8 p. m.
Meeting, Ashlar Club of Master Masons, Pythian Temple, 8 p. m.
Mass meeting, persons interested in reform movements, Y. M. C. A., 8 p. m.
Dance, Home Club.
Odd Fellows—Canton Washington, No. 1, Patriarchs Militants, degree and inspection.

Dramatic Club Gives Musicale and Dance

The Sacred Heart Dramatic Association of Sacred Heart parish, Mt. Pleasant, gave a musicale and dance in the ballroom of the Arcade last night. Prior to the musicale a short business session was held at which it was decided to produce a musical play about the first part of February.

MAIL BAG

(From The Times' Readers.)

Communications to the Mail Bag must be written on one side of the paper only, must not exceed 200 words in length, and must be signed with name and address of sender. The publication of letters in The Times' Mail Bag does not mean the indorsement by The Times of the opinions of the writer. The Mail Bag is an open forum, where the citizens of Washington can argue most questions.

Thanks Times For Presentation of McKim's Remarks.

To the Editor of THE TIMES:

I sincerely thank you for reporting in your excellent paper some of the admirable statements of the Rev. Dr. McKim in his Thanksgiving sermon in reference to "the supine and cowardly policy" of this country "in not backing up its strong notes to Germany with resolute action, and urging action on the nests of conspirators—its numerous representatives of foreign powers who plot against this Government while clutching the privileges of American citizenship.

I not only indorse every word that Dr. McKim has said on this subject, but I heartily approve the noble, patriotic, and correct stand taken by The Washington Times in all its reports and editorials in reference to this horrible and murderous war against the peace and welfare of the whole world.

Besides, we see it reported that a great number of silly women and some sillier men are deluging the White House about a peace movement to put an end to the European war, while every person of common sense that understands the case knows that there can be no righteous way of securing peace on earth except by the breaking down by force the power of millitarism, which has been and still continues to be the guilty cause of all the horrible crimes and sufferings brought on by this diabolical war. "Woe unto them that cry peace, peace, when there is no peace," saith the Lord.

REV. JAMES E. IRWIN.
Washington, D. C., Nov. 26.

Next Week's Films

Another Washington stock favorite will be seen in motion pictures next week at Crandall's, when A. H. Van Buren, leading man of the Poli Players, appears in a small part in support of Theda Bara and Stuart Holmes in "The Galley Slave," a film version of the celebrated Harley Campbell drama produced by the William Fox Company. The cast also contains Lillian Lawrence, a former stock leading woman in Washington, and Hardee Kirkland, a Washingtonian. "The Galley Slave" will be produced from Sunday to Wednesday, inclusive.

Robert Warwick in his newest World Film production, "The Sins of Society," will be seen Thursday, Friday, and Saturday. The play is a production of William A. Brady.

"Trilby," with Clara Kimball Young, Wilton Lackaye, and Paul McAllister will have a final showing at the Leader Theater Sunday, and it is probable that it will return later. Monday and Tuesday Cyril Scott will be seen in "Not Guilty," and on Wednesday and Thursday Mary and Jack Pickford will be the stars in the Paramount picture, "A Girl of Yesterday."

Friday and Saturday the week's program will include the photoplay adaptation of James Forbes' comedy-drama, "The Chorus Lady." In this picture Cleo Ridgely is seen as Patricia O'Brien and Marjorie Daw will play the part of the young sister. Wallace Reid has the part of the detective who was in love with Patricia.

N. Y. IN PERIL OF A BIG FOOD SHORTAGE AS RESULT OF WAR

Avalanche of Freight for Export Causes Serious Lack of Provisions.

50,000 CARS CHOKE YARDS

Five Times More Ships Are Needed to Relieve Congestion at Piers.

NEW YORK, Nov. 26.—The land and water transportation routes leading into New York are facing the greatest freight congestion known in their history.

The situation is so serious that if New York should be visited with even so brief a blizzard as the one of the late winter of 1914 the city would come nearer to a food famine than it ever has before.

An avalanche of freight for export is pouring into New York's terminals and piers. Consequently, the supply of staple foodstuffs for local customers is at a low point.

The chief cause of this condition of affairs is the enormous growth of the export trade of the United States, on which has been piled up a growing domestic business that gives promise of outdoing all records.

When the United States undertook to furnish food, clothing, and military supplies to the governments of Europe at the outbreak of the war this country became something like a huge irrigating system, with New York as the dam and its docks as the sluiceways through which the waters of our commerce could be distributed into the subsidiary channels of ocean-going ships.

All Sections Send Goods.

From New England mills, from Pennsylvania factories, from plants in the Middle West and South, manufactured goods began to flow as brooks, streams, and rivers of freight into the eastbound railway systems of the country. On top of this came the natural products of the country, wheat and citrus fruits from the West, lumber and a thousand and one things to feed and shelter Europe's war-busy peoples.

The port of New York had to serve as the great dam behind which all these products were to be impounded before being turned into the subsidiary channels. The docks were the sluices through which this enormous mass of export material must be passed down into the holds of waiting ships. So many ships came to carry goods away there was no room for them, the freight began to pile up on wharves and terminals, and freight cars began to lengthen their lines on sidings until the present climax came.

Needs For Ships.

At the present time there is five times as much freight ready for export in the port of New York as the waiting ships can take. In and around the city there are 50,000 freight cars standing, which is twice as many as the amount of freight car shortage reported for the rest of the country.

Wherever one goes around the waterfront of Manhattan, Brooklyn, Jersey City, Hoboken and Staten Island there is the same picture, repeated over and over again, of a lot of pygmies toiling away at removing mountains of freight on which they seem to make no impression whatever. And conditions are so bad that traffic managers are asking for all kinds of extensions of time for delivering local freight.

German Docks Are Idle.

A broken journey northward through the freight terminals make this panorama of freight congestion even more impressive. Passing backward and forward across the ferries, the enormous amount of traffic going on in the North river was noticeable, the only blank spot in all this maritime activity being along the Hamburg-American and North German Lloyds piers, where interned ships are lying idle.

West street, up to Fourteenth street, in Manhattan, is a vast jumble of freight, trucks, exasperated drivers, and traffic policemen trying to keep something like order in the welter of vehicular movement.

The upper West Side of Manhattan's river front has two evidences of the crowded condition of the harbor, for north of the Fort Lee ferry there are two Hamburg-American liners tied up at a pier there for the first time in history, the company having moved them from its South Brooklyn docks to rent the space to a line of neutral ships that can carry cargo to Europe which the German-owned boats cannot.

Down along the East River waterfront the mass of freight and trucks seems quite as bad as along West street, while the confusion of river craft is much worse.

Owing to the fact that there are more oceangoing ships berthed along the Brookland waterfront than ever before, there is an extraordinary number of lighters and carfloats in and around those docks.

Over on the Manhattan side of the East River there was a swarm of river craft in front of the Ward line piers that looked as if some terrific storm had thrown the tugs, barges and lighters there in inextricable confusion.

All sorts of expedients have been suggested by freight traffic managers to relieve this situation, including embargoes on eastbound goods from the far and middle West, and the fixing of charges for cars held in New York terminals longer than fifteen days.

Ocean Carriers Required.

But no one knows whether the last named expedient will help the situation much, while the mention of the word embargo in connection with freight movements raises objections by shippers and railways.

Only one cure for the situation seems possible, and that is the coming into the port of New York at once of five times as many empty ships as are here now. And with present conditions in the ocean carrying trade that possible cure is impossible.

So long as the present enormous export and domestic business exists, just so long will the freight congestion around New York continue to remain the worst it has ever known.

Meat Packers May Kick Direct to Great Britain

Direct negotiations between the packers and the British foreign office may be the method of settling the disputes which have arisen over seizure and detention of meat cargoes. The British embassy has been advised by the foreign office of its approval of such an arrangement.