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## The German Note

THE note of Germany in reply to President Wilson's note, is unworthy a great nation like Germany.

It reads like that which an angry man would pen, when conscious of having perpetrated a great wrong, and, while anxious to avoid trouble because of that wrong, is still so angry that he is determined not to pen anything which will comfort another man whom the writer of the note hates.

The reigning houses of Germany and Great Britain are closely allied by marriage; the rivalry between the two countries in trade, and in sea prestige has been increasing steadily for many years; the hate existing between the nations has been steadily increasing ever since the kaiser, at a critical time in the Boer war sent that dispatch to old man Kruger. Moreover, the kaiser believes he, as the oldest son of the oldest child of Queen Victoria is in truth the rightful heir to the British crown. At the thought of this pretention every Englishman, the world around, wants to fight.

We believe the kaiser and the German people would be glad to make peace with Russia and France today, but it is a hate unto death of England, and England returns the animosity in full volume.

Hence, when the American claim was made for indemnity for wrongs committed and for a pledge that the law of nations, governing procedures at sea, should be obeyed, the first thought in every German mind was that the note in its full scope was a demand which to comply with would be really an apology for sinking an English ship, which Germany would sooner have an army slain than grant.

To read her note between the lines, she virtually says: "The only thing we can do is to temporize and to meet your note with a skulking evasion and still we want no trouble with you, only do not compel us to do anything which, indirectly, would force us to admit that anything we could do would be unjust to Great Britain."

Had the Lusitania been a French ship the answer of Germany would have been in an altogether different tone. But, after all, the German note is unworthy of a great nation in dealing with another great nation, on the soil of which twenty per cent of the people are natives, or the direct descendants of natives of the land, the government of which sends the note from, and between which two nations there has never been the slightest friction until now.

Moreover, it is a case where neither pride of power nor hate of any other power can long interfere with the demands of simple justice, for, fortunately, the appeal is made by a country that loves peace so much that it would make any rea-

sonable sacrifice to secure it, but which would not quail were all the world arrayed in arms against it.

## When The Armies Will Fail

NAPOLEON the great managed to go stalking through Europe, overturning thrones, smashing dynasties and changing boundary lines, for twenty years, because he possessed military genius superior to any of his foes; because he robbed the countries he swept over, and because he was in truth "a scourge of God," and was needed to smash the half slavery that the few had imposed upon the many, until the bulk of the people were little better than serfs.

At last his ambition prompted the Russian invasion and when the Russians burned their capital over his head; his usual judgment forsook him, and he attempted to return, in the face of a Russian winter to France.

Then his invincible army went down under the assaults of the snow and "the wheeling squadrons of the icy winds" and his power was broken. In the meantime, too, Lord Nelson had blockaded every port through which France had heretofore received food and other supplies. At last his fate was sealed. The battles that followed, including Waterloo, were mere incidents to hasten the end.

It is clear now that when the present war was sprung upon Europe it was the intention of the German staff to imitate Napoleon's method, to live upon the countries that dared to offer war to Germany. It was a plan that would have carried except for the course of Belgium. The resistance made there enabled France to get her fighting arm to the front. The war has now lasted ten months and all that Germany has been able to do has been to keep her own territory intact. None of her enemies have been able to prey upon Germany, but on the other hand Germany has not been able to live upon any country of all her enemies, and today her boundaries are as effectually blockaded as were French ports by Nelson.

It looks as though the war would never be ended by fighting armies and ships, but by famine and pestilence.

## A Sinister Outlook

IT is expected that with the close of the present war in Europe, there will come a great number of immigrants to this country, and in the eastern cities plans are even now being incubated to direct the host away from the cities to the country. There is not much in that. The immigrants from northern Europe will naturally drift inland, those from southern Europe will cling to the cities, but the thought of thousands and hundreds of thousands coming is a disturbing one. The tendency will be to reduce the rates of wages both of skilled and unskilled laborers, and there will be inevitable clashings with the labor unions.

Then with many factories closed, and no sufficient outlet for surplus products, how can work at any wages be found for the hungry host? The day of real trial for our institutions will then be upon the land and the prospect is filled with premonitions of coming trouble.

## That South American Trade

SOME interested people met in New York City last week and discussed plans for a larger trade with South America, and finally decided that about all that could be done was to send agents there with samples and to solicit orders.

All that will count for but a little. The Atchison & Santa Fe railroad started out with an idea that it would push its tracks west a little way from the Missouri river and see if, after a few years the men lured that way by the railroad would not settle up the country enough to begin paying the road a little revenue. That worked so well that the company never stopped building until its western terminus was on the shore of the Pacific. And the road is evidently receiving some revenue and its best revenue is from the desert region which was a horror to many very learned eastern statesmen up to the time the Union Pacific and the old Central Pacific roads united and made clear the fact that the desert was but a mask beneath which there was more of interest in it to a railroad company and vastly more interest in it to the nation, than as though it were all agricultural land as rich as the Mississippi valley.

South America will be of great commercial interest to the merchants and manufacturers of the United States just so soon as they go to work in an intelligent way to obtain it, and not a day sooner. But they will have to go to work as did the A., T. & S. F. road to obtain it. It will require a big investment first and then the patience to wait for dividends.

Our government has refused for fifty years to take any sensible steps to help secure that trade for American citizens. It has seen England prospering greatly from that trade for three score years; it has seen Germany made rich from that trade in the past thirty years, but has refused to even investigate the reasons why foreigners have succeeded, and utterly refused to take any sensible steps to divide that trade with them.

The first essential is to have depots in the main cities along the coast; then ships to touch at those ports at stated but regular intervals; then men in charge of the depots who understand the languages spoken and the methods that prevail in those countries, then to know what, and in what forms goods are needed there and what the people have to pay with when they make purchases.

To accomplish all this there must be capital enough to build the ships, to establish the stores and in addition to carry on the business until the returns begin to come in.

For instance, suppose a shipload of agricultural implements, household furniture, flour and salt meats is wanted in a coffee district outside of Rio. But the people have not the money to buy what they need though they have plenty of coffee.

It is a clear case that if the goods are sent, with the freight added, they can be unloaded, provided the merchant will take coffee instead of coin for them. If he takes the coffee he pays the wholesale price in the United States, less the freight from Rio to New York. Then the coffee