

The Washington Times

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SUNDAY, JANUARY 23, 1916.

THE TURNING OF THE SCALE

When the war opened all advantage was on the German side in the matter of heavy artillery. The 42-centimeter guns that knocked to splinters our fortresses after another were a surprise. The world had heard rumors that Germany had prepared something of the kind; it didn't believe, until it saw Namur and Liege.

At another point, however, the Germans were not so far superior. The French field and machine guns are probably superior to the German; but they were not to be compared for numbers.

In a year and a half of war the allies have had to match this equipment of their enemy; but they have had one advantage: the opportunity, while they were doing it, to make yet bigger and better pieces. This they seem to have done. Just as the first dreadnought became the minimum for battleships thereafter, so the 42-centimeter howitzers became the minimum in heavy artillery. The allies must overmatch it; the Germans must win instant victory while the advantage was still with them, or be beaten in the game of bigness.

Seemingly the allies have won in this contest. They are employing along the Franco-Belgian line great pieces that outrange the biggest German guns. They have bombarded cities from a distance of twenty miles, and done it effectively. Positions that were supposed a few weeks ago to be perfectly secure are being smashed. The pendulum has swung back to the side of allies' advantage, and the moral effect on the Germans, heretofore calmly confident that everything in their hands was superior, is described as demoralizing.

The time has passed when the Germans can be credited with every possible advantage. Preparedness has at last been achieved by the other side. It was an awful struggle, just to maintain existence and hold off the conquerors till that much could be done; but it has been; and the war, with this much accomplished, will never again be the hopelessly one-sided affair it was in the early stages.

THE FUTILITY OF EMBARGOES

One of the causes of the war of 1812 was the embargo which this country enforced in the effort to avoid trouble and at the same time coerce countries which, being belligerents, were considered to treat our commerce with less amiability than it was entitled to enjoy.

An embargo on shipments of war munitions now, or on general commerce with particular nations, would probably have like effects. Instead of being an effective means of preventing trouble; instead of forcing better treatment for ourselves, it would increase the difficulties and add vastly to the danger of actual clash.

The embargo is the policy of cowardice and weakness. This country ought to use every means to extend and improve its commercial position, not to contract and weaken it. It is not our affair that certain nations in the world are unable to buy in our market because they are blockaded. That fact gives us no grievance against the blockading powers; we have been the blockading power ourselves, at times. In the future we shall probably be the blockading power again. There is no nation on earth—not even excepting Great Britain—that has more need to maintain the fullest measure of the right and authority of the maritime nation to use its maritime power to the utmost degree in war. This country is always going to place large reliance on naval power; in the nature of things it must do so. Naval power will be of no use to us if we restrict the uses of naval power to such a point that we cannot accomplish anything worth while. We want free seas for our commerce, free hand for our naval forces to suppress our enemy's commerce if they have the power. We are planning to be a naval power only second to the greatest; perhaps the time is not so very far ahead when it will be necessary for us to equal the greatest.

The war has destroyed our commerce with Germany, Austria, Italy; to extent also with Russia. In order to make the thing equal as between the belligerents, some Americans propose that we now embargo commerce with the other side. That would leave us with no commerce at all, the reputation of arrogant cowardice, the object of the jeers and contempt of the world. It would ruin the very industries that we pretend to want to help.

Senator Williams, denouncing anti-intercourse proposals, said that

cotton is now worth over 12 cents in Memphis; "and if you put on an embargo, it will not be worth 4 cents week after next." The Senator is right. Yet it is actually proposed to prohibit sales of cotton to the allies in order to "help cotton!" Cotton, in the first place, doesn't need help. It is doing wonderfully well. If it did need help, it wouldn't get it by any such process.

"GREATER WASHINGTON"

The most salient feature about the result of the police census of Washington, just completed, is the showing of a normal, widely distributed, and steady increase in the population of the city of Washington until now it has reached 357,749. The city has not been subjected to booms and periods of depression. Except for the few years just after the civil war the growth of the city runs remarkably "true to form."

Another healthy characteristic about the census is to be gathered from studying the figures of the various precincts. The increases are pretty evenly distributed. A falling off occurs in the downtown precincts in the business sections; and the increase is taken care of all around an area ranging from Georgetown, sweeping across Mt. Pleasant, and winding up with the northeast section. The one section in which there is a marked growth is in the residential district north of Park road and east of Rock Creek Park.

So far as business of the city is affected, especially retail business, there is one important factor which the census of the District does not show. Its figures by no means include the shopping population of Washington. There has been a marked growth in the homes just across the District line. Though these residents are not included in the numerical census they must be included in any commercial survey. With the marked growth of population just across the District line along the City and Suburban line running to Hyattsville; along the Rockville and Brightwood and Chevy Chase lines; and across the river on the Virginia banks of the upper Potomac, the population of the Greater Washington would easily exceed the 400,000 mark.

MORE SCHOOLS

The fact that New York's schools are not adequate to take care of all the city's children has received country wide attention. The fact that the needs of the National Capital in the matter of school buildings has been neglected and is yearly growing worse, seems to have aroused little comment.

Whoever is assigned to control the public schools will face a tremendous responsibility in pushing a building program that will not only meet present needs, which are urgent enough, but will provide for coming demands, which are apparent and certain.

Nobody is to blame but Congress for the present crowding in the schools, from kindergartens clear through to the high schools. The Commissioners and the Education Board have urged buildings, and they spend much time which might effectively be devoted to other school matters in pressing upon Congress the perfectly obvious needs for increased school facilities.

The Petworth situation at present is an apt illustration. There one kindergarten has seventy pupils. The significance of that is that parents are keeping their very young children out of school rather than entrust them to already overburdened teachers. Other grades are in private homes and in portable schools about as far from properly equipped school buildings as could be found.

So one might take section after section, pointing to the long delay in getting needed schools, and to the present need of new ones. It took six years of pressure upon Congress to get an appropriation for a site for Eastern High School, and the school is not yet begun. It took five years' work to get the Park View School and the school will be filled when completed and another needed. It took years to get an appropriation for a Central High School building, while pupils were kept in an old, poorly lighted, poorly ventilated, and poorly heated building. It took eight years to get Congress to realize the need of replacing the Johnson Annex, a fire trap, by an addition to the Powell School, which is not yet built.

Some cities have got to the point where they have a program of school building mapped out, designed to care for pupils as they are ready to enter school. Here Congress waits until more than enough pupils are ready for school, and then listens reluctantly to a demand that the school be built.

The main idea, it seems, in international law, is not to prove that you are right, but to show that the other fellow is dead wrong.

The open mind is a good traveling companion for the closed mouth.

One of the quickest ways of fanning the flames of patriotism, according to P. Asquith, is to turn on the draft.

California Civilian Asks Aid of Congress

Attempts at Conservation Bring About Situation Demanding Speedy Relief If Irreparable Damage Is to Be Averted.

By JUDSON C. WELLIVER.

The oil industry of California is in a critical condition, appealing to Congress for relief. Its crisis has been brought about by a bad bungling of executive order, legislative efforts and judicial determinations. Presumably aimed to conserve oil supplies, and now threatening to destroy them.

In all the history of the public domain's disposition, there could hardly be found an instance of more unfortunate results from bad administration. Attempts at conservation, unintelligently directed, have precipitated this situation from which relief is acutely needed. The business interests of California are making a strong effort to get Congress and the National Administration to understand the precise facts, feeling confident that, once fully apprised of the situation, prompt relief will be remedied. Unless this is accomplished at the present session, irreparable damage will be sustained, not only by the oil industry, but by Pacific coast business in general.

Dates to Hysteria Era.
This whole middle date back to that period of hysteria about conservation, when enthusiasm outran understanding of the subject. There was a time when anybody attempting to make the public lands useful was presumed to be a graffer, and when it was assumed that the way to get the most out of natural resources was to lock them up and not let anybody use them. There has been a veering of sentiment toward a more reasonable understanding in recent years; but some of the unfortunate results of the hysteria era are still observable, and the California oil industry is one of these.

The California trouble relates back to the fact that originally there were no proper laws governing the acquisition and development of oil lands within the public domain. The old placer law, for mineral development, permitted a prospector to enter upon the land, search for the mineral or metal he wanted, and, if he found it, file his claim. The placer law made it necessary to discover the mineral before locating the claim. When the desert areas of public lands were found to contain oil, this placer law was stretched to cover them, though it was not strictly applicable. It is utterly impossible for a prospector to find his oil first and risk his location afterward. It costs too much money to prospect for oil.

Operation Is Risky.
The man who establishes a drilling plant in the desert, and perhaps, packs machinery and supplies, even to water, many miles over the desert, must be assured, before he spends his money, that if he finds oil he is going to own it. Under the placer law, strictly construed, he could not be assured of this. But the common sense of the thing was so obvious that the placer law was stretched enough to permit locating oil lands first and drilling them afterward. What was the result? It would have been impossible for capital to be interested in the gamble. It has not infrequently cost as much

Plans to Mobilize U. S. Resources Nearly Done

The War and Navy Departments are fast completing plans for the mobilization of the nation's transportation, maritime, and business resources for use in case of war, in conformity with suggestions made by President Wilson in his message at the opening of Congress.

The Navy Department, it became known today, has completed the data to be used under Secretary Daniels' plan for mobilization of resources to be drawn on by the navy in the event of necessity.

This data includes information regarding arms, ammunition and steel manufacturing plants that could be given contracts on short notice. Other data relates to location and capacity of large concerns that could suddenly be called on for provisions in quantity. All this data will be included in a comprehensive volume which will be revised at short intervals and kept always at hand by the navy general board.

Ready for Mobilization.
Secretary Daniels said today that among the matters already investigated by the department are the following: Number, tonnage, and owners of every vessel privately owned in the country, which might be pressed into service as a naval auxiliary in time of war.

Number and owners of private motor boats and launches which might be of service to the Government.

Name, location, and capacity of every manufacturing plant in the country which might be utilized for the purpose of manufacturing equipment, etc., for the navy.

Oil and fuel output of every company engaged in this business and increase of output possible in case of urgent demand.

In addition to securing this and a vast amount of other information on the possibility of mobilization, the navy advisory board, Secretary Daniels said, is hard at work investigating innovations in engines and motors of all kinds. "A large amount of the important information sought is now in our hands," he said.

Plans for the Army.

Extensive plans for the mobilization of the transportation resources of the United States in time of war are also under consideration by the general staff of the army, the War College, and the American Railroad Association. The following details now being studied were obtained from the War Department:

A survey of the railroad systems of the country with reference to the movement of troops and supplies.

A survey of the equipment, construction, and repair facilities of the railroads.

The reinforcement of weak spots in the railroad system by motor transportation.

The linking up of the waterways with the railroads, particularly for the moving of supplies and munitions.

The creation of a board of expert railroad men which shall assemble in Washington in time of war to assist the general staff in moving troops and munitions.

These points, it was stated, form the outline of the ideas now being studied, the details of which are being kept strictly confidential. Secretary Gar-

WHAT'S ON PROGRAM HERE DURING WEEK

Many Interesting Events of Importance Are Scheduled For Capital.

Today.
Address, "Socialism and the Daring of God," by John P. Pierce, Washington League, Pythian temple, 2:30 p. m.
Meeting, Women's Club, 3:30 p. m.
Theological, W. C. A. S. 4 p. m.
Literary and musical program, Collegiate club, 8 p. m.
Address, "The Man of Courage," Homer E. Chandler, Thirteenth Street Christian Church, 7:30 p. m.
Newman Travel Talk, "Argentina," Belasco, 8 p. m.
Address, Miss Nannie H. Burroughs, before North Star, 8:30 p. m.
Church, Sixth street, between L and M streets, 8:30 p. m.
Address, "What We Owe to the Jews," Rev. Hugh T. Stevenson, Bethany Baptist Church, 8:30 p. m.
Address, "The Man of Courage," Homer E. Chandler, Thirteenth Street Christian Church, 7:30 p. m.
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Tomorrow.
Concert, United States Marine Band Orchestra, Marine Barracks, 2:30 p. m.
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Cannon Kept Bulgars Fooled In Serb Retreat

Dramatic Event of Balkan Campaign Is Indicated in Brief Communique "The Lost Eight Cannon."

Following is the seventh and final installment of William G. Shepherd's uncensored story of the allied retreat from Serbia. The previous installments told of preparations for the French retreat from Strumitsa, where Shepherd and other correspondents were spending the night, after visiting the French front.

By WILLIAM G. SHEPHERD.
SALONIKI, Dec. 11.—Where the huge French camp had been the night before, all was bare the following morning. Smoking chimneys, here and there, showed where the 4 o'clock coffee had been made, but the removal of the camp had begun at 3 o'clock in the morning, and by the time the newspaper men arose from their coats in the hospital tent and went outdoors to wash their faces in pails of cold water, the French soldiers were several miles down the valley road with their wagons loaded with camp equipment.

Road Blown Up.
There were explosions across the river, where a military road had been cut along the face of the river embankment. "Artillery," I asked a captain. "Blasting," he explained. "Blowing up the wagon road."

"They take us to Krivoklav today, don't they?" a French reporter asked General Baillaud's aide. "No, they don't," he said significantly. "But three days ago General Sarraill said we were to be taken to Krivoklav. Krivoklav was up the Vardar valley only forty miles, and the railroad on which we were encamped led directly to it."

"But three days ago isn't today," said the aide. "See all these soldiers marching along the railroad? Well, they're Saloniki."

Evening Services in the Churches

Metropolitan Memorial M. E. Church, John Marshall place and C street northwest, Rev. James Shera Montgomery. "Justice to the Jew," 8 p. m.

Wagon M. E. Church, Third and A streets northeast, Rev. F. M. McCoy. "God and the Lost," 7:30 p. m.

Foundry M. E. Church, Sixteenth and Church streets, Rev. W. R. Wedderpoon. "The International Mind," 8 p. m.

West Washington Baptist Church, Thirty-first and N streets northwest, Rev. B. D. Gaw. "A Fad and Its Fallacies," 7:45 p. m.

Church of the Covenant, Connecticut avenue, Eighteenth and N streets, Rev. Charles Wood. "The Message About the Home," 8 p. m.

First Church of Christ, Scientist, Columbia road and Euclid street northwest. "Truth," 8 p. m.

Second Church of Christ, Scientist, Fifteenth and R streets northwest. "Truth," 8 p. m.

Centennial Baptist Church, Seventh and I streets northeast, Rev. E. H. Swem. "One Man Who Always Did Just What He Wanted to Do," 8 p. m.

All Souls' Church, Unitarian, Fourteenth and L streets northwest, Rev. U. G. B. Pierce. "The Power of Unitarianism," 8 p. m.

Douglas Memorial M. E. Church, Eleventh and H streets northeast, Rev. Charles C. McLean. Revival sermon at 7:30 p. m.

Grace Episcopal Church, Wisconsin avenue and South street, Georgetown, Rev. George W. Atkinson. Evensong and sermon, 7:30 p. m.

First Congregational Church, Tenth and G streets northwest, Rev. Robert W. Coe. "The Blight of Unbelief," 8 p. m.

Theosophic Hall, 1216 H street northwest. Lecture on "The Necessity for Rebirth," 8 p. m.

Universal Philosophy, 522 Sixth street northwest. Lecture by Alfred H. Terry on "The Path of Power," 8 p. m.

Fifth Baptist Church, E street, near Seventh street southwest, Rev. John E. Briggs. "Character Building," 8 p. m.

All Souls' Memorial Episcopal Church, Cathedral and Connecticut avenues, Rev. J. MacBride Sterrett. Preaching mission with sermon on "The Master's Answer," by the Rev. H. D. Sterrett, of Columbus, Ohio, 8 p. m.

Union M. E. Church, Twentieth street near Pennsylvania avenue northwest, Rev. John MacMurray. "Satan As a Friend," 8 p. m.

Mt. Vernon Place M. E. Church, South, Ninth street and Massachusetts avenue northwest, Rev. Edward K. Hardie. Sermon by Rev. I. W. Carter at 8 p. m.

Hamline M. E. Church, Ninth and P streets northwest, Rev. Lucius C. Clark. "Father Forgive," 8 p. m.

Second Baptist Church, Fourth street and Virginia avenue southeast, Rev. Howard I. Stewart. "Hell in the Light of Common Sense," 7:45 p. m.

Grace Baptist Church, Ninth and D streets southeast, Rev. F. W. Johnson. "Making Light of the Gospel," 7:45 p. m.

Bethany Baptist Church, Rhode island avenue and Second street northwest, Rev. Hugh T. Stevenson. "Our Debts to the Jews," 7:45 p. m.

Grace Reformed Church, Fifteenth and O streets northwest, Rev. Henry H. Ranck. "The Work of the Soul," 8 p. m.

First Spiritualist Church, Pythian temple, 1012 Ninth street northwest. Address by the Rev. George W. Kates on "Our Cause," 7:30 p. m.

Shiloh Baptist Church, L street, between Sixteenth and Seventeenth streets northwest, Rev. John Milton Waldron. "The Kind of Faith That Saves the Sinner," 8 p. m.

Eckington Presbyterian Church, North Capitol, Florida avenue and Q street, Rev. Henry E. Brundage. "Material That Makes Master Men," 7:45 p. m.

Washington Heights Presbyterian Church, Columbia and Kalorama roads, Rev. John C. Palmer. "The Unwearying God," 7:45 p. m.

New York Avenue Presbyterian Church, New York avenue, Thirtieth and H streets, Rev. Wallace Radcliffe. "Historic Revivals—The Three Thousand," 8 p. m.

Northminster Presbyterian Church, Eleventh street and Rhode Island avenue northwest, Rev. S. A. Bower. "Forsaking Christ," 7:45 p. m.

Metropolitan Presbyterian Church, Fourth and B streets southeast, Rev. Paul R. Hickok. "Doing As Commanded," 7:45 p. m.

McKendree M. E. Church, Massachusetts avenue near Ninth street northwest, Rev. L. Morgan Chambers. "The Unavoidable Christ," 8 p. m.