



VOL. I—NO. 4

PHILADELPHIA, THURSDAY, SEPTEMBER 17, 1914.

MAYOR IN MESSAGE ECHOES DEMAND OF PEOPLE FOR REFORM

Necessity of Providing Funds for Transit Development and South Philadelphia Improvements Are Especially Emphasized.

Mayor Blankenburg's third annual message, submitted to Councils this afternoon, brought to the attention of the legislative bodies the demands of the people for great municipal improvements.

Necessity of providing funds for the beginning of transit development and for the elimination of grade crossings in South Philadelphia is particularly emphasized.

"The financial problems of the city are peculiarly the province of your honorable bodies, and I ask for your early and careful attention," says the Mayor in his argument for the great civic betterments.

"The improvements which seemed important last autumn and winter are even more urgently needed now, and public opinion demands that prompt action be taken to provide for them.

"Public improvements of the greatest importance to the city were included in the \$5,000,000 loan, authorized by popular vote at the election in November, 1912, and the \$12,000,000 loan whose submission to a special election was provided for by a later ordinance of Councils.

"These particular loans were prevented by a decision of the Supreme Court, which has, however, made clear that the larger part of these amounts can now be borrowed under a proper ordinance."

Mayor Blankenburg points out the splendid condition of Philadelphia's financial credit in connection with the flotation of municipal loans. "It is not known that any other American city was able to float four per cent. bonds at par last year," he says.

WANTS WASTE AREA RECLAIMED Realization of the plan to transform South Philadelphia below Oregon avenue from a waste area to an important industrial, commercial and residential part of the city by the elimination of railroad grade crossings is declared by the Mayor to occupy the place of first importance among the achievements of his Administration in 1914.

"It means the realization of improvements which have been talked of for more than a score of years," he says. "It includes the completion of the Belt Line system and the transfer of the terminals of a great railroad from a point on the Delaware river to a point on the South Philadelphia wharf, and the extension of a point contiguous to League Island, adding a new value to this great naval station.

"It also includes the acquisition by the city of a water front that will enable us to build a dozen or more 300-foot piers for the accommodation of large steamships, and thus we may realize the hope to restore Philadelphia to its former position as one of the great seaports of the world."

Mayor Blankenburg calls attention to the fact that the city has been able to carry through the efforts of his Administration by having an act passed by the Legislature making it possible for bonds of an authorized issue to be sold only when the money is actually needed to pay the interest and sinking fund charges. All of the Mayor's requests for appropriations were referred to the Finance Committee.

COUNCILS SCORED FOR INACTIVITY Councils are scored by the Mayor for failure to cooperate with him in an effort to put the city's finances on a sound basis.

"I entered office determined as far as lay in my power to put the finances of the city in such shape that the 'pay-as-you-go' act could be honestly applied and there would be no excuse for paying current expenses out of borrowed money," he says.

"My efforts were not seconded by Councils and as a result, the old unsound system of resorting to loans to pay current expenses still exists.

"Appropriations have been made in a haphazard way and regardless of the law. Actual requirements for the year have been ignored and sometimes the annual appropriations in the annual budget have not amounted to one-quarter of the money needed.

"The city's income has been inadequate for its wants, largely owing to the fact, as a cursory investigation showed, that the assessment of real estate was unjust and inequitable. A readjustment of assessments seemed imperative before the city could be placed in proper financial condition."

Efforts of the Mayor to have more equitable assessments made in many instances are declared by him to have been accomplished to some extent in the 1914 assessments.

The Mayor points out that failure of John P. Connelly, Charles S. Gledhill and Harry P. Trainer to sign the report of the advisory committee on municipal finance, which, he asserts, would have established modern methods of assessment, is responsible for preventing the submission of the report to Councils.

"As a result of this lack of cooperation on the part of the men whom the Mayor declares, voted for the report, the old schemes of assessment prevail.

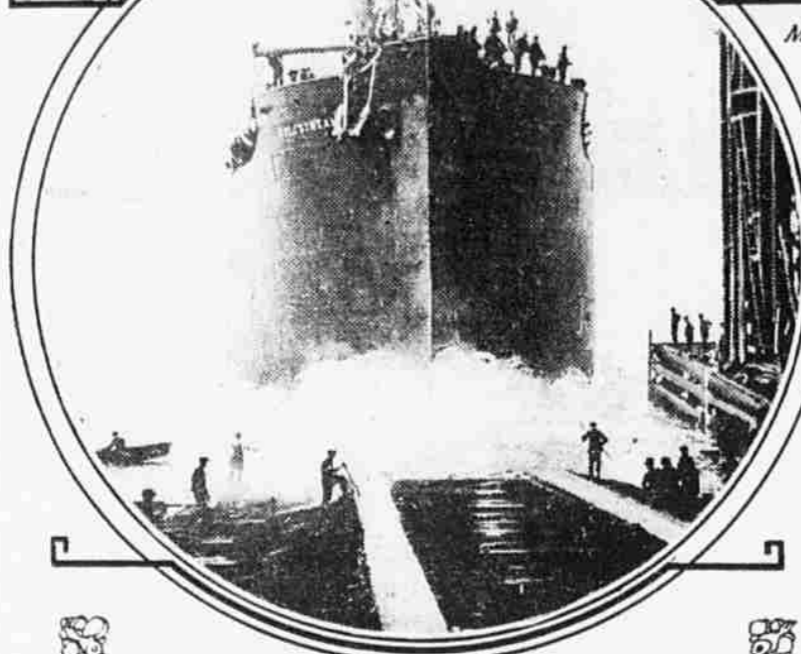
"Men who have no attainable means of support except the salary of a position conferred upon them by a political boss should never be allowed to hold seats in Councils," the Mayor asserts.

The Mayor voices his resentment in his report of the interference of Councils with the members of his cabinet in abolishing the office of Assistant Director of the Department of Public Safety and at-

GULF STREAM AND SPONSOR WHO CHRISTENED THE SHIP TODAY



MISS AGNES HAIG, THE SPONSOR



DELAWARE RIVER RECEIVES GULFSTREAM

BIG OIL TANKER GULF STREAM JOINS MERCHANT MARINE

Launched Today at Yards of the New York Shipbuilding Company in Camden.

The Gulf Stream, an oil tanker, went down the ways at the New York Shipbuilding Company's yards shortly after noon today in a manner that characterized what she was built for.

The Gulf Stream will never be one of those dolled-up ocean liners with grey-hound speed and a press agent's staff. She will just take oil for the Gulf Oil Company.

The scheduled time for the Gulf Stream to plunge into the full tide of the Delaware river was set at 12:15 o'clock. At 12 o'clock most of the stars had been out and only a few remained. Miss Nease-Haig, daughter of Robert Shipping Representative of the Lloyd's Shipping Registry of this city, with Mrs. William G. East, Mrs. F. G. Collins, Mr. and Mrs. George A. Smith, Dr. and Mrs. Leslie Mulford, Miss Mary Christie, Miss Bessie DeKes, Mr. and Mrs. James Kennedy and George H. Sprague and other guests attended to the steaming under the bow of the big vessel. Workmen along sidings for a few minutes and the big ship began its trials.

Miss Haig, wearing a gaily decorated outfit of champagne at the disappearing bow of the ship. She struck the steel plates harder than most sponsors do. Workmen who were standing below at catch the splinter were disappointed. The wind sprang every one within 20 feet of the stand and still there was no dip to drink. It fell in a drizzle.

Then Miss Haig raised the ship and made a movement as if she was about to toss a big bouquet of roses she held on her arm after it, but changed her mind.

She snuggled the roses under her chin, held her hand out for congratulations and then started for the luncheon party given in the yards in her honor.

tempting to restrict by certain qualifications the office of Assistant Director of the Department of Health and Charities.

"That action the Mayor declares to be exactly the same as if Councils had attempted to dictate whom he should appoint as members of his cabinet, or control absolutely the appointing power conferred on him by the charter of the city.

LAUREL RECENT LEGISLATION. Gratification is expressed by the Mayor on the legislation secured at the last Legislature conferring on Philadelphia wider powers that make possible greater development of her industrial possibilities. He commends the law that will restrict the operations of loan sharks in the city and the law that established a bureau to insure proper weights and measures in Philadelphia.

Reports of the directors of the municipal departments accompany the annual message of the Mayor outlining the progressive strides that have been made during the year toward a greater Philadelphia.

MAYOR ASKS \$50,000 FOR HIRING OF STREET LABORERS

Urges Councils to appropriate Money So Many May Be Re-employed.

An appropriation of \$50,000 to enable the Bureau of Highways to re-employ a number of men who have been thrown out of work through the lack of funds, was urged upon Councils today in a special message from Mayor Blankenburg.

"For the past six weeks the men have been without work, and it was impossible for the Bureau of Highways to employ them although there was plenty of work to be done. Dilatory tactics on the part of Councils are held responsible for this situation.

In his message to Councils the Mayor included a letter from Director of the Department of Public Works Cooke which explained the situation. The letter stated during the past six weeks 43 men had to be laid off because of the lack of funds.

"It was pointed out that because of the apparent carelessness or heedlessness of Councils the streets of Philadelphia were suffering from the lack of proper attention, and in addition to this it was impossible for the Highway Bureau to get the full value out of the work already done.

The regulation of Senator Penrose by the Evening Ledger and the Public Ledger has caused more comment in Washington than has the resolution of Senator Norris. Republicans of the old school type, who have been confident of the re-election of Penrose, now express fear that Representative A. Mitchell Palmer will be elected to the Senate.

Palmer is expected to visit Washington within a few days to confer with his friends in the Senate for the purpose, it is believed, of bringing every pressure to bear to keep the Norris resolution from being reported out of the committee.

LEIGER A BILWARK FOR PALMER. Secretary of the Navy Daniels today said:

"The strong support that is being given to the candidacy of Representative Palmer by the Public Ledger and the Evening Ledger has, I believe, turned the tide in Pennsylvania. Those who a few weeks ago thought Mr. Palmer was engaged in a hopeless fight are now satisfied that he has more than an even chance to win the senatorship in Pennsylvania.

Colonel Thomas C. Pence, assistant to National Chairman William F. McCombs, said:

"No one thing is going to contribute so much to making the election of Representative Palmer certain as the stand taken by the Evening Ledger and the Public Ledger. Mr. Palmer is making a wonderful campaign and the support of the Curtis newspapers will, in my opinion, make the defeat of Penrose possible. The regulation of Senator Penrose by these newspapers has occasioned much comment among Senators and Representatives of both parties."

SENSE AT MANSFIELD FAIR Senator Greeted by 20,000 Persons After Reception in His Honor.

MANSFIELD, Pa., Sept. 17.—Senator Penrose addressed a large number of his supporters in Tioga County today. The Senator came to Mansfield from Troy this morning, to attend the Mansfield Fair. After a reception and luncheon in his honor at the French House, he went to the fair grounds, where a crowd, estimated at 20,000, had gathered.

Among those who gave the Senator assurances of support were several former Bull Mooseers, who assured the Senator that the withdrawal of Lewis would mean hundreds of votes for the straight Republican ticket in Tioga County.

REPUBLICANS IN SENATE WOULD OUST PENROSE

La Follette, Cummins, Borah and Clapp Say His Elimination Is Party Necessity.

FROM OUR STAFF CORRESPONDENT. WASHINGTON, Sept. 17.—Republican and Democratic Senators are silent today on the resolution introduced in the Senate yesterday by Senator George W. Norris, of Nebraska, for an investigation by the Committee on Privileges and Elections, of the primary campaign expenses of Senator Penrose and Roger C. Sullivan, the Democratic Senatorial nominee in Illinois. Many predictions are made that the resolution will not be reported out of the committee.

Progressive Republicans like La Follette, Cummins, Borah and Clapp make no secret of their opposition to Penrose, and among the leaders of this wing of the Republican party there is a strong feeling that the sooner men of the type of Penrose and William Barnes, Jr., of New York, are eliminated as leaders, the better it will be for the party. On the other hand, Democrats who ten days ago were very outspoken in their opposition to the nomination of Sullivan refuse to discuss the Norris resolution.

CALL FOR SPECIFIC CHARGES. Senator John W. Kern, of Indiana, chairman of the Committee on Privileges and Elections, announced today that the committee would be called for a special session within a few days to consider the Norris resolution. Senator Kern told the Evening Ledger, however, that there is little prospect of an investigation of the Pennsylvania and Illinois primary campaigns unless Senator Norris is willing to incorporate into his resolution definite and specific charges of the misuse of money by Penrose and Sullivan "to the end that we may have something to investigate."

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COUNCILS ASKED TO GRANT FRANCHISE FOR AUTO BUS LINE

New Company Plans to Operate 120 Heavy Cars. Damage to Pavements Feared—Director Taylor Won't Comment.

A request to Councils for a city franchise for an omnibus line on the principal streets of Philadelphia was presented at the special session of Common Council this afternoon by George McCurdy, president of that body. He presented a letter from V. H. Conkie, of the "United Traction Improvement Company," with offices at 1419 Pennsylvania Building, asking for the franchise, and then directed that it be turned over to the Highway Committee.

For days a story has been current that part of the program of opposition to the subway proposition was to be a petition for an omnibus line, on the plea that it would relieve the need for improved traffic facilities. This, the story ran, would be seized upon as an excuse to delay action on the subway.

Walter C. McIntire, an electrical contractor at 12 North Fifth street, is the man in charge of the omnibus project. He is related to George C. Plerie, of the Board of Registration Commissioners. The belief that the scheme may be urged as a substitute for other transit plans is supported by a statement issued by McIntire for the United Traction Improvement Company, which will operate the line.

McIntire says: "The petition for the franchise puts the question of immediate relief of passenger traffic conditions in the residential sections squarely up to the city government."

In the days when the omnibus line was nothing but a rumor those who heard it said the plan might be used to divert attention from the transit proposition before Councils.

"Of course, a bus line never would take the place of the subway," said one man prominently concerned in the subway plans, "but, at the same time, those opposed to the subway might use it as a pretext for delaying action."

McIntire denied this in a statement today. "The statement has been made that the franchise asked for by this company will be offered to the present Traction Company. We are advised by counsel that this is not true, and that the reference only applies to electric railway companies dealing franchises in this city. A careful reading of the act will make this quite clear to anyone," he said. In addition, there are Supreme Court decisions bearing out this position.

TAYLOR WON'T COMMENT. Director Taylor, of the City Transit Department, declined to discuss the plan for an omnibus line. He had not heard a petition for a franchise was to be introduced.

Electricity generated by gasoline motors carried on the cars will be the motive power in the new bus line. The "United Traction Improvement Company" is the name of the organization which seeks the franchise. McIntire is the president.

According to McIntire the organizing efforts visited England, Germany and France to study modern omnibus construction. The United Traction Improvement Company will have 120 cars, McIntire says. Each can carry 23 passengers, a speed of 14 miles an hour. The cars will weigh 10,500 pounds, but that is not too great a weight for the pavement, McIntire asserts.

Three routes are designated in the petition to Common Council. Route number one will start at Front and Market streets, and will traverse Market, Broad, Diamond, 23rd streets, Algonquin, Christian streets, and 24th and Dauphin streets.

Route number two will start at Front and Market streets, and will traverse Market, Broad, Forter, 21st, Wolf, 22d, 23d, 24th and Christian streets.

Route number three will start at Front and Market streets, and will traverse Market, 32d, Chestnut, 33d, Walnut and 34th streets.

PAVING DAMAGE FEARED. William D. Uhler, assistant engineer in the Highway Bureau, was asked today whether he thought an omnibus weighing 10,500 pounds would damage paving. The bus line project was news to Mr. Uhler. "I had not heard that anyone planned to operate a bus line," he said, "and until I have some details as to the way the trucks will be built it would be impossible to tell what effect they would have on the pavement. Some of the Haldeman Locomotive Works trucks are heavier than those proposed for the bus route, and Chief Connell is investigating now to see how much damage heavy trucks now do to the city streets."

When the Hughes bus line was running on Broad street the damage to paving was severe.

Blueprints showing the construction of the proposed cars were issued today by the traction company. The cars will resemble those used by the Fifth avenue line in New York city, but their motive power will be electricity instead of gasoline. This, according to McIntire, will eliminate the shock of starting and stopping noticeable on the New York stages.

There will be double rows of cross seats inside the stages and on a top deck, winding stairs will lead up from the rear entrance platform to the open air deck. On the left side are six cross seats. Divided by an aisle running the length of the car are four more and one aisle seat. Arrangements will be the same for both decks.

DEMOCRATS DECIDE TO DROP STAMP TAX ON CHECKS Will Do This if \$100,000,000 Is Provided by Bill.

WASHINGTON, Sept. 17.—Democrats of the Ways and Means Committee, meeting in executive session today to frame a "war tax bill, determined today to drop the stamps on checks if the remainder of the bill will provide a sufficient revenue to bring the total to \$100,000,000 a year.

Democrats of the Ways and Means Committee were glad to hear that the Senate may tax automobiles instead of gasoline.

MAYOR VEToes BILLS AS UNFAIR OR BADLY DRAWN

Measures Include One Placing 3 City Squares and Parkway Under Care of Fairmount Park Commission.

Among seven measures vetoed by Mayor Blankenburg and returned to Councils today was an ordinance designed to place Washington, Rittenhouse and Logan Squares and the Parkway in the care of the Fairmount Park Commission.

In signifying his disapproval of this measure, the Mayor said, while there might be some advantage in such action, at the same time it was not a fair policy to select from the large number of city squares, only a few and place them under the care of the Park Commission for improvement and at the same time neglect the others.

Five of the remaining acts vetoed by the Mayor provided for the opening of 30th street, from Dickinson street to Moore; two, for paying city employees during vacations and for overtime work; a fourth was an appropriation of \$2500 to the Bureau of Highways for street sprinkling, and another was part of a transfer ordinance providing an appropriation of \$2500 to pay clerks of Councils for "promoting the interests of Philadelphia."

VETO OF PARK BILL. In connection with his disapproval of the ordinance designed to place certain grounds under the care of the Park Commission, Mayor Blankenburg, in this connection, wrote to Councils saying:

"The ordinance has apparently been somewhat hastily drawn and places Washington, Rittenhouse and Logan squares, but omits Franklin square, the remaining one of the four principal squares near the center of the city. If the transfer of the Parkway were placed under the jurisdiction of the Fairmount Park Commission, their police hands of Park guards, and not of the police, would be a most convenient, expensive and inefficient arrangement and could hardly lead to lead to doubt and trouble as to the respective authority of the two.

"The transfer of the custody of these grounds would place the appointment of their superintendents, gardeners, laborers, etc., in the hands of the Fairmount Park Commission instead of the city authorities. This would be a most serious protection of the civil service laws. Their appointment thereafter would be made not with reference to merit, determined competitively after a public hearing, but solely at the discretion of the appointing officers. This would be a distinct backward step. Our efforts should be not to restrict the operation of the merit system in an indirect way, but to make it applicable to an increasing number of departments."

The Mayor vetoed the ordinance providing for the opening of 30th street between Moore and Rittenhouse streets. He said that section of the thoroughfare had not been dedicated to the city and its opening would cost the public at least \$5,000. Because the street had been prepared with consideration of the actual working conditions now existing in the departments. In a number of the bureaus the service is continuous in shifts. It is not possible to give greater hardship for those in the night shift to work overtime than for those in the day shift, but under this ordinance the first night receive double pay for all overtime, whereas the second receive it only for one hour and half time. Also, under this ordinance the work necessarily required of some on Saturdays would call for the payment of "two days' wages for eight hours' work."

"The Mayor vetoed a section of an ordinance in appropriations to the Bureau of Highways for street sprinkling, because of an error which would have duplicated a payment of \$182 to James Irwin, a contractor, for work already paid for in the third highway district.

CAUSTIC CRITICISM. Caustic criticism was directed against the section of a transfer ordinance providing money to be paid to clerks of Councils for "promoting the interests of Philadelphia."

This section had the support of Common Councilman Morris E. Conn, a Republican leader in the Eighth Ward. The Mayor said the section certainly did not carry sufficient information as to what methods would be employed for the promotion of the interests of Philadelphia. It was defeated by a vote of 4 to 5.

"The appropriation of money to the clerks of Councils for promoting the interests of the City of Philadelphia is a proposition so out of keeping with the plainest business principles that it must strike even the casual observer as deserving of criticism. It is certainly not the place of the clerks of your honorable bodies to have conferred upon them administrative functions, even under the supervision of the Committee on Finance."

"There also is so little in this appropriation to indicate its real purpose that it is difficult to consider or discuss it. However, it has reached me that its purpose was to provide for the purchase of a moving picture machine and the employment of a mechanic to operate it, the machine to remain the property of the city and to be lent from time to time to various business men's organizations and others for use in conventions in other cities in displaying films advertising Philadelphia.

"If this is a useful way to advertise our city, its details can certainly be worked out much more effectively than through a plan of this kind."

FIRST STEP TAKEN IN FORWARD MARCH OF CITY'S ADVANCE

Councils Reapportion Loans and Provide for Start on Subway and Abolition of Exchange Tickets.

The first step toward the actual construction of the subway and elevated lines and the abolition of exchange tickets was taken this afternoon, when the Finance Committee of Councils appropriated the new loan so as to include the \$500,000 asked by Director Taylor for preliminary work in the transit plan. The draft of the new loan bill was presented for passage in Common Council at its special session last afternoon by John P. Connelly, chairman of the Finance Committee.

The reappropriation was made by the subcommittee on Appropriations and reported to the general Finance Committee prior to the session of Common Council. Drastic cuts in many items of the proposed loan to \$11,500,000 and that may result in holding up the construction of the Municipal Art Museum were made by the subcommittee. In addition to the \$500,000 for the preliminary transit work, \$400,000 was added for buildings to house the Juvenile, Domestic Relations and Municipal Courts.

Almost coincident with this action by the councilmatic subcommittee Mayor Blankenburg sent to Councils a message vetoing the ordinance providing for the construction of the buildings for the three courts named.

The items cut in the new allotment were: Sedimentation basin at the Tressdale filter plant, from \$500,000 to \$400,000; grading, \$300,000 to \$200,000; elimination of grade crossings, \$1,500,000 to \$1,000,000; main sewers, \$200,000 to \$100,000; bridges, \$400,000 to \$300,000; Fairmount Park, \$300,000 to \$200,000; Art Museum, \$1,000,000 to \$800,000; Parkway, \$1,000,000 to \$800,000; mandamus fund, \$1,000,000 to \$800,000.

Action was to be taken by Councils this afternoon to appropriate \$272,000 from a surplus of \$407,140.43 held by the Sinking Fund Commission to the Department of Health and Charities for menial work at the Home for the Feeble Minded at Byberry and for the Home for the Indigent at Holmesburg. This appropriation will be in addition to the \$100,000 to that department provided for in the proposed loan and to be used for the Philadelphia Hospital.

INCURABLY ILL, WOMAN ENDS HER LIFE IN PARK "Life Not Worth the Struggle," Final Note of Suicide.

Miss Dinah Pinkenson, 25 years old, of 2834 Pennycroft street, committed suicide by drinking a large quantity of poison in Fairmount Park early this morning within a stone's throw of a guard house. The young woman was identified late this afternoon by her brother, James Pinkenson, who conducts a grocery store at 1203 South Second street.

According to the brother, his sister had been downcast for some time and her act bore out her statement that she would soon end all her troubles. She had been suffering from an indelible disease for almost a year and had only recently moved to the South Second street address in order to get close to the fresh air of Fairmount Park.

The young woman had become known as an every-day visitor to the park, and many guards about the Smith Memorial district. This morning when Parkguard Scott started on his first round he discovered the body close to a clump of bushes. Beside the body was found a white envelope, which had scribbled on it: "Life is not worth the struggle. I want my body cremated."

BRITAIN SENDS FOUR FRESH ARMIES FOR SERVICE IN FRANCE

Lord Kitchener Announces Movement of Territorial and Praises Leadership of Sir John French.

LONDON, Sept. 17.—Four more British armies, made up of recruits which England is now gathering to the colors, will be sent across the English Channel to fight the Germans, Lord Kitchener, Secretary of State for War, in addressing the House of Lords this afternoon made this announcement.

The War Secretary said that the territorial armies were on their way to fill the over-seas garrisons.

At the present time, Lord Kitchener said, England had in the field more than six divisions of troops in addition to the cavalry divisions.

In opening his address Lord Kitchener spoke in the highest eulogistic terms regarding Sir John French, British Commander-in-Chief, who, he said, had never more difficultly presented by the situation in a manner that proved his worth as a soldier.

"Thanks to his superb leadership," continued Kitchener, "the British army has been able at all times to fight with the most gallant courage and to look forward to a final outcome which will be a glorious one. They are now waiting for the general forward movement with a good heart."

"When the word comes, give all your dependents on her soldiers to England and depend on themselves of which all our Englishmen will be proud."

"Although the struggle is bound to be a long one England can look forward to the final outcome with quiet confidence. England now has in the field more than six divisions of troops and two cavalry divisions."