

PERIL TO GUAM
SEEN IN JAPAN'S
ENTRY INTO WAR

Strategic Importance of Little Island Now Used as Cable Station Pointed Out by Specialist.

Should Japan seize the island possessions of Germany in the Pacific she will, in the case of an immense strategic advantage in case of conflict with the United States. Germany would not be the only loser, and our trade routes to the East from the Orient, either by way of San Francisco or the Panama Canal, would be imperilled as they are not now to the same degree. We have plenty of cause for concern. So writes a specialist not sure of Japan's pacific intentions in the Pacific, and his special concern is over Guam, our little cable station in the mid-ocean. He notes that we took the island with the thought of turning it into a coaling station for our ships bound to a coasting trade to our modern ships of commerce speeding to and from the Far East via the Panama Canal this lonely island will have a renewed significance to us. To protect our future merchant craft and to give us a strategic point of vantage in the vast Pacific, Guam being again what it was in the distant days of Spain's secret, selfish trading between the Philippines and the kingdom of Mexico and Peru plus a modern purpose quite undreamed of in the centuries gone.

GUAM TO BE FORTIFIED
We are going to fortify Guam so that it will be able to resist any assault that a foe's squadrons may make. At the same time the island will be turned into an advanced naval base of supply and the harbor of San Luis d'Apra will become a haven where whole fleets of battleships and dreadnoughts may lie at anchor awaiting their call to distant duty. This call will either come by way of wireless or will be sent by means of the cables that will be strung along the contours of the island's depths and bring its message through the sunken cables in the form of mirror flashes or the zigzag dots and dashes upon the recorded tape. Or, on the other hand, ready transports will be hastened to the shores of China, with battalions of marines prepared for any emergency.

Indeed, Agaña will see such an array of fighting men as it has never dreamed of since the earliest days of Spanish dominion. We are to assemble there all of the marines we now have in the Philippines and to have the largest force of marines that will fall the burden of defending the island. They will be both infantry and coast artillerymen, and their will be equipped with the latest of rifles, machine guns and smaller ones, that are to constitute a sufficient challenge for any naval force that may be brought against them. Guam is to be a naval station in its entirety, and upon the marines, as it properly should, will rest the responsibility of maintaining the permanent garrison of the island in a state of readiness in the hour of battle.

The island is about 30 miles long and has an average width of about 10 miles. It is situated in the western part of the Mariana group of islands and is the largest of the group. It is a volcanic island and is surrounded by a high reef. The island is rich in minerals and has a fertile soil. It is a strategic point and is a valuable asset to the United States.

ISOLATION A PROTECTION
The isolation of Guam, lying 1500 miles east of the Philippines, is another source of protection, because any threatening squadron must come equally far if not further from its own base of operations and to invade the island it can command. To invite a hostile fleet to come within range of our batteries is to invite destruction. It is necessary to get the crew of the tug back to Bay of Islands, and for three days the consul put the 37 men through the ordeal of making their way over the ice to the north coast, where they were made to land, and over the snow-covered mountains. After a two weeks' snowshoe trip the party arrived at Bay of Islands, February 28, having been out two weeks.

ORDERED TO RESCUE TUG
On the day of his arrival back at Bay of Islands with the crew of the Potomac, he wired the Secretary of the Navy of the condition of affairs, and he was ordered, by telegraph, to save the Potomac. It was a most unusual order, as the Navy Department had no reason to believe that Consul Gould knew anything about the Potomac. The Secretary of Newfoundland declared it would be impossible to save the vessel; that she was sure to be crushed by the ice in the Straits of Belle Isle.

But I had sailed my own sleep considerably in those waters in the two years I have been stationed at Bay of Islands, and I was confident that I could save her, if I could only get to the Straits of Belle Isle. My knowledge of her position in the ice, close study of the drift of the ice and the other conditions that prevailed about the vessel, gave me confidence that the Potomac could be saved.

First of all the work was divided into three jobs. It was necessary to get men aboard the Potomac and keep them there, so half a dozen were engaged to board the icebreaker, build and maintain a line of icebergs, and prevent the loss of the vessel. A shore crew was secured to provide fuel, and several hundreds of pounds of compressed air were secured for the use of the crew. The crew of the Potomac went aboard March 17, and did excellent work until May 5, when Mr. Gould appeared on the scene in person.

QUETLES MUTINY ON POTOMAC
Upon his arrival, however, the crew mutinied. They apparently foresaw the escape of the tug with the breaking up of the ice, and they made unreasonable demands. They were not satisfied with the pay agreed upon, although the wages had been paid in full. They demanded a 50 percent increase. For two or three years the annual catch was 12,000,000 to 13,000,000 pounds. At the present time the annual yield does not exceed 1,000,000 pounds, and everywhere there is a steady downward trend in the catch. The scarcity of sturgeon and the demand for their flesh and eggs have run up the price to an extraordinary figure, never attained by any other fish, either in America or elsewhere. A male sturgeon often brings the fisherman \$25, and it is a poor fish that cannot be sold for \$30 to \$35 on the shores of the East coast.



THE CZAR'S COSSACKS, FEARLESS HORSEMEN, WHO HOPE TO SWEEP THROUGH GERMANY ON TO BERLIN

AMERICAN CONSUL SAVES VALUABLE FEDERAL VESSEL

Tug Potomac, Finest in Navy, Rescued From Newfoundland Ice Floes by Resourceful Amateur Engineering.

Belle Isle, where she would be crushed by the gigantic mountains of ice.
The other part of the general plan consisted of getting coal to the Potomac, and a small schooner was secured at Port aux Basques and laden with 100 tons of coal. This schooner was equipped with everything that would be needed aboard the Potomac, but difficulty was encountered in securing a crew. Finally, Mr. Gould secured an engineer, and eighteen men who were willing to risk their lives in the treacherous ice fields, and after traveling 200 miles through the ice the schooner got to within three miles of the frozen tug.

TURNED OVER TO NAVY YARD
"It was found that the engines of the Potomac were hardly damaged," relates Consul Gould, "and we immediately made hurried plans to get clear of the ice, which we did that day. Six days later we arrived at Port aux Basques and there we were lost in overhauling the boilers and machinery. We then took on coal and other provisions and sailed for the United States on June 5, under our own steam and without convoy."
"We brought the Potomac into New York Harbor on June 9, and I officially turned her over to the naval officers at the Brooklyn Navy yard. She was immediately placed in drydock, and afterward sent to the Portsmouth, N. H. Navy Yard for repairs. Her machinery, however, was in excellent condition, and her hull practically undamaged, but there was plenty of opportunity for minor repairs."

ON ERRAND OF MERCY
The Potomac, the finest tug in the navy, was dispatched to Newfoundland from Norfolk, Va., January 25 to cut out the American schooner Hiram Lowell, of Bucksport, Me., which was fast in the ice. The crew of the Potomac also received orders to liberate the schooner George Campbell, which was also held in the ice, but the latter vessel was destroyed the day the tug left Norfolk.

CLOSED SEASON FOR STURGEON PROPOSED
WASHINGTON, Sept. 18.—Hugh M. Smith, chief of the Bureau of Fisheries, has recommended to Secretary of Commerce Redfield that every State in whose waters sturgeon exist or have existed prohibit their capture or sale for a period of at least one year.
"Owing to the destruction of the schools of breeding fish and to peculiarities in spawning habits it has been found impossible to inaugurate a sturgeon culture anywhere in this country," said Commissioner Smith. "Attempts at artificial propagation have proved utterly futile wherever tried. The expenditure of considerable money has sometimes failed to yield a single batch of eggs suitable for incubation."

PRASEIBY BY ROBERTS
Lord Roberts, who wrote a book on "Forty-one Years in India," speaks highly of the native troops as they are now organized, though he did not think much of the Sepoys in the early days.
"I have a thorough belief in and admiration for Gurkhas, Sikhs, Dogras, Rajputs, Jats and selected Mohomets," he writes. "I have thoroughly appreciated their soldierly qualities, and would lead them against any European power."
The Sikhs are especially noted for their devotion, and one of them made a shield of his body to save Lord Roberts in one of the Afghan battles.

SICK HORSE ANSWERED CALL
Reported for Duty When Mail Train Whistles—Died Later.
HILLSDALE, Sept. 18.—Quite a remarkable incident is reported from the village of Oassee.
Thurston Pulver, a rural carrier, has used one horse on his route, with which he has been connected for many years. A few days ago, after one of his trips, the horse was taken sick and a veterinary said it could not recover.
The next morning when Pulver started for the postoffice with another horse he set his mail for the route, he left the sick horse lying in a stall unattended, thinking that the horse would never be able to walk again. The owner, who was unable to walk again, called on Pulver and found there his sick horse standing at its usual place in front of the hitching rail.

ENGLAND'S INDIAN TROOPS NOTED FOR STRIKING COURAGE

Will Reinforce British in France—Complement of 140,000 Ready for Service.—"Bobs" Praises Loyalty.
Britain's native forces in India, some of whom are to be brought to France to reinforce the British army, number 140,000 men, with whom about 70,000 soldiers are trained, so that no large force of natives is left alone at any point. The natives are organized into forty regiments of cavalry and 154 battalions of infantry, each having seven British and sixteen native officers. The native officers are all company or squadron officers, the British occupying the higher positions. Each cavalry regiment is divided into four squadrons, and each infantry battalion into four double companies.

THE TACITURN JOFFE
Qualities of Him Who Is Hated as New Napoleon.
Like William the Silent and Motke, who was "silent in seven languages," General Joffe is notably taciturn, and he has been silent through a laborious military career of 41 years. He is now 61, but still in the full vigor of his strength of body and mind—and by far the most noteworthy figure which this surprising war has so far disclosed. Clemenceau sharply criticized him and the others of the General Staff, but he, too, has reversed his judgment since the mobilization proved their foresight and complete organization of the military resources. A little more and General Joffe will be the incarnation of the soul of France, the greatest strategic intellect since the death of Napoleon.

SIKHS NATURAL FIGHTING MEN.
The Sikhs are generally tall and well built, and natural fighting men. "The Sikh," says the Encyclopedia Britannica, "is a fighting man and his best qualities are shown in the army, which is his natural profession. Hardy, brave and slow-witted, obedient to discipline, attached to his officers, he makes the finest soldier of the east. In victory he retains his steadiness, and in defeat he will die at his post."
There are only 2,000,000 Sikhs in India out of the 200,000,000 people there, but there are 20,000 Sikhs in the British army. They are not discouraged from embracing a religion, an offshoot from Brahmanism dating from the fifteenth century. The Sikhs are found in three tribes in the Punjab, but the majority are Gurmukhis. They are fatalists and their faith is a higher type than Brahmanism.

CHICAGO FIRST IN CRIME
More Murders There Than in New York and London.
CHICAGO, Sept. 18.—Chicago leads the cities of the world in crime, available figures indicate. More murders and assaults were committed here last year than in New York and London.
The statistics were made public by Alderman Merriam, of a special Council Committee on Investigation of Crime. Chicago is the only city in which the murder rate has been steadily increasing since 1910. The murder rate in Chicago last year was 11.5 per 100,000, compared with 9.5 per 100,000 in New York and 8.5 per 100,000 in London.

DEATHS OF A DAY
EDWARD J. HALL
Vice President of the American Telephone and Telegraph Company.
WATKINS, N. Y., Sept. 18.—Edward J. Hall, "father of the long distance telephone," died yesterday. He was 70 years old and had been suffering from heart trouble for some time. He was a prominent business leader and had served as vice president of the American Telephone and Telegraph Company for many years.

CHARLES H. FELDSTEIN
President of Charles H. Feldstein & Co.
Charles H. Feldstein, 71 years old, president of Charles H. Feldstein & Co., died yesterday at his home, 1829 E. Madison street, after a long illness. He was a prominent business leader and had served as president of the firm for many years.

IGNATZ BLOCH
Ignatz Bloch, 70 years old, a retired clothing merchant, died yesterday at his home, 325 Westmont street. He emigrated from Poland to America in 1870 and settled in Philadelphia, where for 28 years he was engaged in the clothing business. Mr. Bloch retired 12 years ago. He was a member of the B'nai B'rith and had two sons survive.

RICHARD C. MORGNER
Richard C. Morgner, 55 years old, a mason and for many years an active member of the German-American Republic, died yesterday at his home, 248 North Fifth street. He had been a member of many German singing and fraternal societies.

MRS. THOMAS H. HUNTER
Julia H. Hunter, 54 years old, widow of Thomas H. Hunter, died yesterday at her home, 147 East Madison street. She had been a member of many German singing and fraternal societies.

CAPTAIN JENS HANSEN
Captain Jens Hansen, 21 years old, died yesterday at his home, 747 Oxford pike. He was a member of the German-American Republic and had been a member of many German singing and fraternal societies.

DEATHS OF A DAY
AGIN.—On September 15, 1914, HARRY F. AGIN, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

RELIGIOUS NOTICES
JEWISH
ROBERT SHALOM, 60 years old, died yesterday at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.

DEATHS OF A DAY
HARRIS.—On September 15, 1914, HARRIS, 41 years old, died at his home, 112 East 12th street. He was a member of many German singing and fraternal societies.