

CATASTROPHE NOT FEARED BY RUSSIA

Loss of Constanza, Roumania, Chief Black Sea Port, However, Puts that Country in Serious Position.

Petrograd, Oct. 25, via London.—The loss of Constanza, Roumania's chief seaport on the Black Sea, according to semi-official comment among members of the general staff, "puts Roumania in a serious position," but it is not to be supposed it will entail any catastrophe. Colonel Shumsky, military critic of the Bourgeois Gazette, says the success of the Teutonic Allies lacks the importance which it appears to have, and means only that Roumania has fallen back on a new defensive line from Tchernavoda to the Black Sea, slightly northward of the Danube by the strong, bridged fortification. The assault of the invaders along the Constanza-Medjidie line is likened to the Belgian operations in the number of men crowded on the short front. Colonel Shumsky estimates that there is one division on every three miles of the thirty-mile stretch—a strength said to be seldom exceeded on any front.

Meanwhile the Austro-German campaign against Roumania continues to be accompanied by the delivery of a series of blows against the extreme left flank of the southwestern Russian front. From Dorna Watra to the Roumanian frontier, the Austro-Germans are attempting to pierce the Russian line in order to isolate Roumania and prevent the further passage of Russian troops to the assistance of Roumania. The Russians, it is said, have been able to check the offensive at all points on this sector.

On the northeastern front the enemy today attacked the Roumanian troops near Foculeni, 18 miles south of Kronstadt, in the Targu-Jiu Valley, near Kimpung and in the Vintila Valley and forced them to fall back a little.

In Dobruja, enemy attacks continue along the whole front. Our troops and the Roumanians, fighting as they retire to the north, were compelled to abandon their position from Tchernavoda to Tachinjak.

NO STOMACH PAIN, GAS, INDIGESTION IN FIVE MINUTES

"Pape's Diapepsin" is the only real stomach regulator known.

"Really does" put bad stomachs in order—really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that's just that—makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and acid; head is dizzy and aches; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment "Pape's Diapepsin" comes in contact with the stomach all such distress vanishes. It's truly astonishing—almost marvelous, and the joy is its harmlessness.

A large fifty-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back. It's worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a sick, sour, upset stomach during the day or at night. It's the quickest, surest and most harmless stomach regulator in the world.

TWO VESSELS DISMASTED.

A Mobile despatch of Oct. 22 says: Schs M. A. Achorn and Longfellow, the former bound to Calabrien, Cuba, from Mobile, and the latter to Tampa, Fla., from the south side of Cuba, with cedar box lumber, are in the lower bay anchorage; they will come to Mobile to discharge and repair, both vessels having been dismasted during the recent hurricane; the Achorn was towed into Fort Morgan by tug Nellie.

CATHOLIC INSTITUTE DIRECTORS APPOINTED.

The board of directors for the management of the new Catholic Institute of this city were chosen on Wednesday night and are: R. O'Brien, J. O'Ragan, J. F. Owens, Joe. Harrington and T. M. Burns for three years; John Keefe, Joseph Dwyer, Geo. Cunningham, Thos. Nagle and John McGowan for two years; Ernest Harrington, Dr. L. Flemming, Fairville; Judge H. O. McInerney, Alfred Dever and J. Henry Osholun. The officers elected were: President, John Keefe; vice-president, H. O. McInerney; secretary, T. M. Burns, and treasurer, Thos. Nagle.

MAY RECOVER TREASURE ON THE LUSITANIA

New York Salvaging Firms Said to be Planning Attempt to Raise Big Cunarder.

Plans to save the treasure of the Lusitania, variously estimated at from one million to several millions of dollars in money, jewelry and other valuables, lying beneath the waves eight miles off the Irish coast, are being made secretly in New York city.

The attempt may be made early next spring by one salvaging firm, and there may be others, including an English company, as the Lusitania is, to use a sporting phrase, "anybody's pigeon." It is known that negotiations are proceeding with the English underwriters by one firm here, and that all available data concerning the position and condition of the sunken steamship, including the depth of water, temperature, currents and generally prevailing conditions, are being collected.

The information acquired during the past few months has now led to a confidence that what treasure there is in the strong room, passengers' cabins and baggage holds can be recovered in a reasonable amount of time.

The possibility of actually salvaging the vessel itself and beaching her on the Irish coast has been considered tentatively. The main deterrent is not the size but the condition of the vessel, and also the question of how much of her was left intact by the explosion of the torpedo which sent her to the bottom with a thousand victims in May, 1915. Nevertheless, when diving operations are begun in the spring, the vessel will be thoroughly examined to determine if there is a possible chance of bringing her once more to the surface. The Lusitania was valued at \$10,000,000, and even as scrap she would prove a bonanza in metal value alone.

Down 270 Feet.

The Lusitania lies resting 270 feet below the surface at an accurately charted point directly off the Old Head of Kinsale, eight miles seaward. Such a depth a few years ago would have rendered salvage work practically unthinkable, but modern improvement in diving apparatus has made it possible for divers to work at that and even greater depth for considerable periods of time at a stretch.

This was demonstrated in raising the United States submarine F-4, which sank outside Honolulu Harbor on March 25, 1915, and was refloated and towed into the harbor on Aug. 29 of the same year. She lay on a slope of the ocean bed, her bow 288 feet below the surface and her stern 308 feet; yet divers worked in fair comfort at these depths and thereby established a world's record.

The Lusitania's depth of 270 feet does not present the difficulties that the F-4 did, although there is one disadvantage in the difference in the temperature of the water, that off Honolulu being much warmer than off the coast of Ireland. But hope is expressed that the influence of the Gulf Stream sweeping by the Irish coast may mitigate this difference, although definite data on this point has not yet been received.

Depth to Wreck.

In considering the 270 feet depth it was pointed out that this is the maximum, and proper allowance should be made for her height on beam, depending on whether she is lying fairly upright or on her side. Her beam is over 80 feet and her height approximately the same. This, it was contended, would considerably reduce the depth of which it would be necessary for the divers to work.

If lying fairly upright there would be little difficulty in retrieving the contents of the strong room, which is near the purser's office on one of the upper decks. The belongings of the wealthy passengers like Alfred Gwynne Vanderbilt would present even less difficulty, as they would be higher up on the promenade decks.

The holds wherein are the passengers' baggage are on a level with the lower deck, which is above the vessel's water line, 31 feet above the keel. Lying on her side would offer perhaps even more advantages of operation, as access would be easy to various parts of the vessel even to the cargo holds, where there are hundreds of tons of valuable imperishable materials, such as sheet brass, copper and military goods valued at the lowest estimate in the neighborhood of a quarter of a million dollars.

Rich Prize.

Although the Lusitania is a prize that makes the mouths of the salvage people water, if the prize was but a million dollars—and that is the salvage people is a very plausible appraisal of what, with luck, they would retrieve from the Lusitania—the profit would be more than satisfactory. Usually the underwriters with whom the salvage companies work in agreement are content with 10 per cent of the recoveries, leaving 90 per cent out of which to pay for operations and make a profit.

There was some flurry in salvage company offices here on receipt of a despatch from Manchester, Eng., saying that efforts to recover the Lusitania treasure would be begun immediately, but upon consideration the despatch was discounted. It was con-

tended that "immediately" would have to be within a few days, and that the operations would have to be completed before the end of October, on account of the winter temperature of the water, which, it is claimed, would make it impossible for divers to work after the first of November. A month would be too short a time to accomplish anything very tangible in the case of the Lusitania, it was contended.

Another thing, it is said, which would probably prevent any English concern attempting the job, at least until after the war, would be danger from German submarine attack. American vessels flying the American flag would be immune from such attacks.

A nice question, however, would arise as to whether, if treasure were recovered, German submarines could commandeer it from American salvagers. It was admitted that under international law they probably could, unless the articles could be shown to be owned by Americans. To everything in the vessels belonging to English firms the Germans would have a confiscatory right.

Another interesting point would be the influence of any recovered treasure on the various suits which have been brought by survivors and heirs of victims against the Cunard company. At present claims aggregating \$1,900,000 have been filed against the company, which has striven to have its liability fixed at \$86,000. Some contend that any recovered treasure would have to go directly into court, and thereby increase the liability of the Cunard company.

One salvage firm, whose name has been persistently mentioned in connection with the salvaging of the Lusitania, is the Intercean Submarine Engineering Company, of which Rear Admiral Colby M. Chester, U. S. N., retired, is president. Its stockholders include Albert H. Wiggin of the Chase National Bank, Charles H. Sablin and G. M. P. Murphy of the Guaranty Trust and Percy A. Rockefeller.

Associated with Admiral Chester is George D. Sillson, who several months ago retired from the United States Navy with the rank of chief gunner and the reputation of being the best diver the service ever developed. He spent ten of his 16 years in the navy as a diver, and was in charge of the five divers sent from the New York navy yard to raise the sunken F-4 off Honolulu.

Admiral Chester's son, Colby M. Chester Jr., who is one of the directors of the company, which has its offices at No. 120 Broadway, was asked when his company intended to save the Lusitania.

SHIPPING NEWS

MINIATURE ALMANAC.

October—Phases of the Moon.
First quarter.....4th—7h. 0m. a.m.
Full moon.....11th—3h. 1m. a.m.
Last quarter.....18th—9h. 0m. p.m.
New moon.....25th—4h. 37m. p.m.

Date	Day of Week	Sun rise	Sun set	H. water a.m.	H. water p.m.	L. water a.m.	L. water p.m.
26	T	6:59	5:18	10:49	23:19	4:55	17:16
27	F	7:0	5:16	11:37	22:58	5:24	17:56
28	S	7:02	5:14	12:16	22:38	5:51	18:38
29	S	7:04	5:12	0:33	12:57	6:15	19:24
30	M	7:06	5:10	1:22	13:43	6:59	20:14

PORT OF ST. JOHN, N. B.

Arrived Thursday.
Sch E. Marie Brown, 378, Brown, Perth Amboy, coal.

BRITISH PORTS.

Sharpness, Oct. 22—Arr: Sch H S Lanfair, Donovan, St. John, N. B., via Queenstown.
Shields, Oct. 24—Arr: Str Nigariatan, Halifax.
Manchester, Oct. 24—Arr: Str Isle of Lewis, Howey, Boston.
Sid Oct 22: Str Manchester Merchant, Beggs, Philadelphia via St. John, N. B.

London, Oct. 19—Arr: Strs Mount Temple, McNeill, Montreal; Sachem, Ritchie, St. John, N. B., via Halifax.
Queenstown, Oct. 19—Arr: Sch H S Lanfair, Donovan, St. John, N. B.

Musgrave Town, Nfld, Oct. 11—Arr: Str Seatonia, Montreal (to load for United Kingdom).

FOREIGN PORTS.

Boston, Oct. 24—Arr: Str Hochelaga, Louisburg, C. B.; Schs Arthur J Parker, Shelburne, N. S., via Boothbay; Rose Dorothea, Gloucester.

Old Oct 24: Strs Hochelaga, Louisburg, C. B.; Manchester, Sydney, C. B.; Schs Hatfield, McKay, Noel.

Calais, Oct. 24—Arr: Sch Freddie Eaton, Plymouth, Mass.

Manila, Oct. 24—Arr: Schs Mathe J. Allen, Lunenburg.

City Island, N. Y.—Bound south Oct 24: Str H M Whitney, Boston; Schs E. A. Scribner, New Bedford; Annie B. Mitchell, Long Cove, Me; Fannie Hodgkins, Gloucester, Mass.

New Haven, Oct. 24—Arr: Schs William Mason, Cheverie, N. S.; Lillian M. Newey, New York.

Portland, Oct. 24—Arr: Schs W. H.

Waters, Gale, Shules, N.B., for New York; Harry W. Lewis, Berry St. John, N. B., for do; F. G. French, Goodwin, Sand River, N.S., for do; John J. Perry, Boston; Ida B. Gibson, Latty, Bangor for New York; Ernest T. Lee, Rawlings, Calais for do; Charles H. Trickey, Kennebec for do; Lizzie J. Call, do for do; Nat Meader, do for do; Abenaki, do for do; Lizzie Lane, do for do; Irene E. Hessever, Bangor, for do; Navis, St. John, N. B., for Boston.

Delaware Breakwater, Oct. 24—Arr: Schs anchored at Overfalls: Schs Lavinia M. Snow, from Liverpool, N. S.

New Haven, Oct. 21—Arr: Schs William Mason, Cheverie, N. S.; Lillian M. Newey, New York.

Vinoyard Haven, Oct. 24—Arr: Schs r-fed Tyler, New York for Edgartown (and sailed).

Hayre, Oct. 21—Arr: Str Bayamo, Quebec and Sydney, C. B., via Cherbourg.

Marseilles, Oct. 19—Arr: Str Bay-west, Sydney, C. B.

Dieppe, Oct. 19—Arr: Str Fama (Nor), Sydney, C. B.

New York, Oct. 24—Arr: Schs Alcaea, Liverpool, N. S.; King Josiah, Bridgewater; Mary D. Young, Hubbards, N. S.; Carrie Hurtle, Lunenburg; Thomas L. James, Liverpool; Quickstep, Bridgewater; E. A. Scribner, Sherbrooke; Annie B. Mitchell, Long Cove; J. C. Bowers, Huntington.

Old Oct 24: Schs Abbie Keast, Digby; Scotia Queen, Perth Amboy.

City Island, Oct. 24—Arr: Schs Anne Lord, Perth Amboy for St. John, N. B. (anchored); Methewesc, Jersey City for Bangor, Me. (anchored).

STRIPPING WRECKED STEAMER.

Considerable progress was made on Tuesday by the large gang of wreckers employed in stripping the stranded steamer Bay State. In addition to much valuable metal secured considerable of the interior wood work, including doors and fine finish, was brought ashore. A lot of the piping and rods were being disconnected, the value of the metal in her engine room alone being estimated at about \$1,000. A few days more of good working weather will enable the wreckers to save about everything that is expected to come ashore before the final break up.

DANGERS TO NAVIGATION.

Str Le Coq reports Oct. 16, 14 27 N, 10n 48 21 W, passed 4 empty fisherman dories, apparently French, from Northport, apparently from Matanzas, reports Oct. 21, 14 36 21, 10n 74 46, passed the abandoned waterlogged three masted schooner T. W. Dunn, masts standing, main deck broken up, deckload washed away.

TRANSPORTATION ADVERTISING

DONALDSON LINE

Glasgow Passenger-Freight Service.
From Glasgow, Oct. 7
From Montreal, Oct. 28
Saturnia
Athenia
For information apply local agents or The Robert Reford Co., Limited, General Agents, 162 Prince William Street, St. John.

WEST INDIES

Excellent Accommodation for 1st, 2nd and 3rd Class Passengers.
Special Facilities for Tourists.
Next sailing from:
Halifax direct—
RMS Caradoc, Nov. 3, '16
St. John via Halifax—
RMS Caradoc, Nov. 5, '16
The Royal Mail Steam Packet Co.,
47-49, Granville St., HALIFAX (N.S.)
or
St. John (N.S.) to Wm. Thomson & Co., Agents.

MANCHESTER LINE

From Manchester, Oct. 23
From St. John, Oct. 23
Manchester Merchant, Nov. 6
Nov. 11
Steamers marked * take cargo for Philadelphia.
WM. THOMSON & CO., LTD.
Agents, St. John, N. B.

FURNESS LINE

From London, Oct. 12
From St. John, Oct. 12
Kanaawa, Oct. 23
Sachem, Nov. 7
Rappahannock, Nov. 21
Dates subject to change.
WILLIAM THOMSON & CO., LTD.
Agents, St. John, N. B.

ST. JOHN - FREDERICTON

STEAMER HAMPSTEAD
Will leave old May Queen wharf at 8:30 a.m. (St. John time) on Tuesday, Thursday and Saturday for Fredericton and intermediate ports.
JOSEPH WILLIAMS,
Managing Owner, Phone M 2701

GRAND MANAN S. S. CO.

After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays 7:30 a.m., for St. John, returning leaves St. John Wednesdays 7:30 a.m., both ways via Campbellville, Eastport and Wilson's Beach.
Leave Grand Manan Thursdays 7:30 a.m., for St. Stephen, returning Friday 7 a.m., via Campbellville, Eastport and St. Andrews, both ways.
Leave Grand Manan Saturdays 7:30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campbellville and Eastport.
Atlantic Standard Time.
SCOTT D. GUPTILL, Mgr.

Eastern Steamship Lines.

All-the-Way by Water.
INTERNATIONAL LINE.
Steamships "Calvin Austin" and "North Star"
Leave St. John Mondays and Thursdays at 9:00 a.m. (Atlantic time), for Eastport, Lunenburg, Portland and Boston. Return, leave Central Wharf, Boston, Mondays and Thursdays at 8:00 a.m. for Portland, Eastport, Lunenburg and St. John.

MAINE STEAMSHIP LINE

Between Portland and New York. Reduced Fares and Stateroom Prices. From Portland and New York. Passenger service Tuesday and Saturday, one week; Thursday, alternate week. Freight service Tuesday, Thursday and Saturday. Leave Franklin Wharf, Portland, 6 p.m. Leave New York, 5 p.m.

METROPOLITAN LINE.

Direct Service Between Boston and New York, 13-14 Hours. Route via Cape Cod Canal. Express Steel Steamships Massachusetts and Bunker Hill. Leave North Side India Wharf, Boston, week days and Sundays at 6 p.m. Same service returning from Pier 18, North River, foot of Murray St., New York City.

City Ticket Office, 47 King street.

A. C. CURRIE, Agent, St. John, N. B. A. E. FLEMING, T. F. & P. A. St. John, N. B.

The Maritime Steamship Co., Limited.

On March 5, 1916, and until further notice the S.S. Connors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 7:30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

Agent—Thorne Wharf and Warehousing Co., Ltd., Phone 2851, Mgr., Lewis Connors.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

MANILLA CORDAGE

Galvanized and Black Steel Wire Rope, Oakum, Pitch, Tar, Oils, Paints, Flags, Tackle Blocks, and Motor Boat Supplies.

Gurney Ranges and Stoves and Tinware.

J. S. SPLANE & CO., 19 Water St.

GIVEN UP AS LOST.

The ocean tug C. W. Morse, which sailed from New York on Sept. 17 for the African gold coast by way of San Juan and the Cape Verde Islands, is practically given up as lost, she having failed to reach San Juan up to the first of this week. She was commanded by Capt. Jere Merrithew, who has many relatives and friends in Maine.

CANADIAN GOVERNMENT RAILWAYS

ST. JOHN - MONTRÉAL OCEAN LIMITED

Daily Except Sunday.
Dep. St. John 7:00 a.m.
Arr. Montreal 8:05 a.m.
MARITIME EXPRESS
Daily Except Sunday.
Dep. St. John 6:10 p.m.
Arr. Montreal 6:30 p.m.

Crystal Stream Steamship Co.

St. John-Fredericton Route.
The Steamer D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday at 8 a.m., returning alternate days, leaving Fredericton 7 a.m.

The "D. J. Purdy" and "Majestic" can be chartered at any time for excursions and Picnics.

By special arrangement with the C. P. R. passengers may go to Fredericton on the Steamer D. J. Purdy and return by train same or following day, rate \$2.50, stopover rate \$3.00, also effective good for return until Oct. 31st. This arrangement also applies in reverse direction.

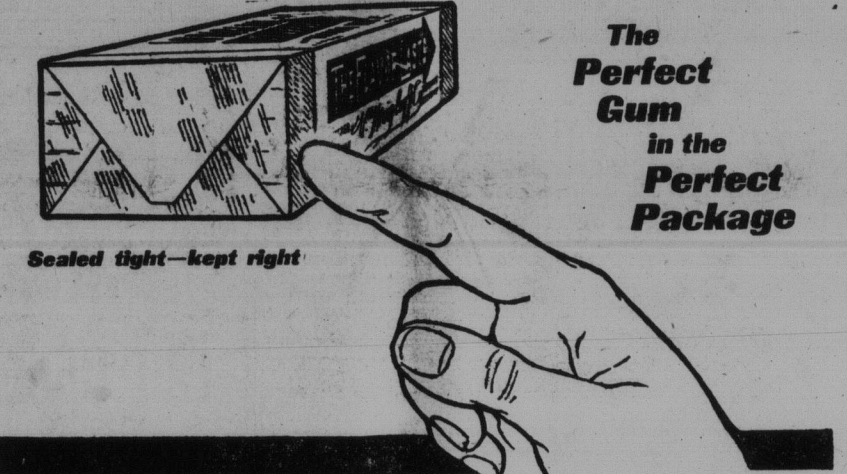
St. John-Washademoak Route.
The Steamer "MAJESTIC" will sail from North End for Cole's Island and intermediate points every Tuesday, Thursday, and Saturday at 9 a.m.; returning alternate days, leaving Cole's Island at 6 a.m.

D. J. PURDY, Manager, Warehouse No. 204.

Majestic Steamship Company.

Steamer Champlain will leave public wharf, North End, on Tuesday, Oct. 17th, on Tuesdays, Thursdays and Saturdays, at 10 o'clock for Hatfield's Point and intermediate landings. Return on alternate days, due in St. John at 1 o'clock.

R. S. ORCHARD, Manager.



WRIGLEY'S
is sealed—that's the thing I like about it. No matter when or where I buy it, the flavor is there—full strength, and it's fresh and clean.

So I always make sure to get **Wrigley's** in the sealed package—it's the greatest five cents' worth of beneficial enjoyment I can buy.



C38