

## NATIONAL RAILWAYS

## EARLIER

CHANGE OF TIME AT TWO  
MARCH 30th, 1919.

In operation of Canadian National  
March 30th, as advanced one hour.  
Inconvenience to the public the  
led to the following conditions  
of time.

other municipal bodies do not  
and with the new Railway time all  
that while trains continue to leave  
such schedule will be operated  
time. Therefore any municipality  
to correspond with the new Railway  
Station OND HOUR EARLIER  
public time posters.

anged to correspond with the new  
experience difficulty growing out

## FRANCE

## Assurance Company

SHED 1222.

Three-Seventy Million Dollars.

Fugate Building, Cor. Princess and  
Catherine Streets, St. John, N. B.

Wanted in Unrepresented Places

## SCAPES

## Bolts and Rods

SON, ST. JOHN.

## BUY VICTORY BONDS

## &amp; COWANS

Stock Exchange

reet, - St. John, N. B.

innipeg, Halifax, St. John,  
OFFICE, MONTREAL.

Exchanges.

## STEAM BOILERS

We offer "Matheson" steam boilers  
for immediate shipment from  
stock as follows:

NEW

One-Vertical 60 H.P. 54" dia.  
19'0" high.

Two-Vertical 55 H.P. 48" dia.  
19'0" high, 125 pounds working  
pressure.

One-Portable on skids, 50 H.P.  
48" dia, 16'0" long, 125 pounds  
working pressure.

USED

One-Horizontal Return Tubular, 64  
H.P. 54" dia, 24'0" long. Com-  
plete with all fittings, 100 lbs.  
working pressure.

Write for details and prices.  
I. MATHESON & CO., LTD.  
Boilermakers,  
NEW GLASGOW, NOVA SCOTIA.

NOTICE IS HEREBY GIVEN that a  
bill will be presented for enactment at  
the next Session of the Legislative  
Assembly of the Province of New  
Brunswick, to amend Chapter 92 of  
the Acts of the said Legislative As-  
sembly passed in 1911:

(1) By erasing the names of the  
charter members mentioned in page  
one (1) and substituting therefor,  
the names of five (5) other persons as  
charter members.

(2) By substituting for the Provi-  
sional Directors mentioned in Section  
eight (8) of said Act, the names of the  
five (5) persons so to be substituted.

(3) By incorporating in the said  
Act the Provisions of the New Brun-  
swick Companies' Act, 1916, so far as  
the same may be consistent there-  
with.

Dated this First Day of March, A. D.  
1919.

POWELL & HARRISON,  
Solicitors for Applicants.

Paul F. Blanchet

Chartered Accountant  
TELEPHONE CONNECTION

St. John and Rothesay

THE NEW BRUNSWICK ASSOCIATION  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

No. 1 for the Blind, No. 2 for the Deaf, No. 3 for the Mute.

OLD BRUNSWICK ASSOCIATION, PRINCE OF EDWARD ISLAND.

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FORCING NAVAL TERMS  
OF THE ARMISTICE

Adventurous Voyage of Brit-  
ish Battleship Hercules to  
German Ports.

FILTH AND LICENSE  
FOUND

Prisoners Ashore Cheer the  
Mission, of Which Rear Ad-  
miral Robinson is America's  
Agent.

The following account of the trip of  
the Allied Naval Commission to Ger-  
man ports was written for The Lon-  
don Times by one of the members of  
the party:

There have been a number of  
events in connection with the ring-  
ing down of the final curtain in the drama  
of the late war which have been fit-  
tingly characterized as unique and un-  
precedented, but none of them has been  
more entitled to be so described than  
the voyage of R. M. S. Hercules with  
the Allied Naval Commission to Ger-  
man waters of the North Sea and the  
Baltic to arrange for the carrying out  
of the terms imposed under the armistice.

At the time Admiral Mowat came  
across in the Königsberg to arrange the  
preliminaries of the surrender of the  
warships demand from Germany it  
was thought that the only practicable  
way to reach and inspect the Ger-  
man sea forts, shipbuilding plants, and  
air and naval stations was to go to  
them over land from the western front.  
This plan presented a number of ob-  
stacles, notably on the score of  
victualing and communications, which  
might well have proved unworkable,  
even had the state of the country been  
such as to have allowed the free and  
expedient passage of troops and  
materiel, and Vice Admiral Browning  
immediately his appointment as  
head of the mission was announced,  
decided to cut the Gordian knot  
by proceeding direct to the principal  
points to be visited in his own  
flagship.

To one not conversant with the  
chaos of the Hun, this deliberate walk-  
ing into the tiger's den might have  
looked like asking for inevitable trou-  
ble; in fact, however, almost the only  
risk was that by no means negligible  
one of navigating in channels through  
half-swept mine fields and along coasts  
where war-ruined lights and mark-  
ing buoys are still far from being com-  
pletely restored. This risk remained  
a constant worry to the last, and was

no whit mitigated by the news of the  
loss of H. M. S. Cassandra by striking  
a mine in the Baltic, by one or two  
collisions with anti-submarine nets on  
the part of the escorting destroyers,  
and by the Hercules herself striking  
some submerged object solid enough to  
knock off part of a propeller blade.

The completion of the really colossal  
task of the commission in well under  
three weeks—it might have been  
dragged out interminably had not an  
endeavor been made to go about by land  
—is the best vindication of Admiral  
Browning's decision to tackle the prob-  
lem confronting him in the simple,  
direct way that the navy always  
chooses when it is unhampered in the  
making of its plans.

Members of the Commission.

The members and staff of the com-  
mission throughout consisted of the  
best men available for the work in  
hand in the five allied countries repre-  
sented. Vice Admiral Sir Montagu  
Browning, K. C. B., M. V. O., was ad-  
mitted throughout the navy as being  
possessed of outstanding qualifications  
for handling negotiations which, in  
their unique complexities, were in a  
class by themselves among the peace  
preliminaries. The rare combination  
of firmness and tact, with which he  
met the interminable objections, ob-  
jections and evasions of the Ger-  
man delegates—men picked especially  
for their ability in that character of  
negotiation—was responsible for the  
fact that the commission was ulti-  
mately able to induce the Germans to  
agree to a number of points which, in  
filling many points of the armistice  
which they had at first flatly declared  
themselves powerless to carry out.

Rear Admiral Grassett represented  
France at the conferences, Rear Ad-  
miral Robinson the United States,  
Captain Nakamura Japan, and Lieu-  
tenant Commander Guili, Italy. The  
technical experts were entirely Brit-  
ish and American numbering among  
them several of the most notable au-  
thorities of both countries in their re-  
spective lines. Brig. Gen. Masterman,  
C. B. E., R. A. F., was one of the  
pioneers of British airship construction,  
having been a pilot of the ill-fated  
Mayfly. Commander W. G. Childs, U.  
S. N., has been equally in the fore-  
front of lighter-than-air machine  
work in America. Colonel Clark  
Hall, D. S. O., R. A. F., who has  
been active in the development of the  
flying boat of the British navy was  
the senior officer of the sub-com-  
mission which had the inspection of sea-  
plane stations in hand. Flag Com-  
modore Tottenham, R. N., of Admi-  
ral Browning's staff, headed the sub-com-

mission inspecting forts and warships.  
Commander F. F. Leary, U. S. N.,  
one of the foremost American experts  
on naval gunnery, co-operating with  
him, Lieutenant-Commander John G.  
Bower, R. N., who has done not-  
able work in E-boats and K-boats dur-  
ing the war, was the submarine officer.  
The shipping board, which had in  
hand the restoration of the British  
merchant ships interned in German  
ports, was headed by Commodore Geo.  
P. Bevan, C. M. G., R. N., naval  
adviser to the ministry of shipping,  
who has recently been engaged in  
getting British merchant ships home  
from Russian Baltic ports. Comman-  
der Leighton, D. S. O., R. N., R. N.,  
who has also greatly distinguished  
himself in freeing British shipping in  
the Baltic, had personal charge of the  
inspection of ships in German ports.  
Percy Turner secretary to the minis-  
try of shipping, and member of a well-  
known shipbuilding firm, was the third  
member of the shipping board.

From the Forth to Heligoland.

The Hercules, flying the flag of one  
vice admiral and two rear admirals  
under her fore and main masts, was  
escorted by four "V" class destroyers—  
Viceroy, Vidette and Venetia—got un-  
der way at 10 o'clock in the morning  
of Dec. 3, steaming down a Fifth of  
Forth in a fog so thick that it was  
barely possible to discern the anchor-  
ed lines of warships below the bridge.  
Visibility cleared somewhat outside  
and by the morning of the 4th a good  
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