

BOVRIL
Take it as Soup
before Meals

EX-CZAR OF RUSSIA REPORTED SHOT BY BOLSHEVIKI

London, July 22.—Former Emperor Nicholas, of Russia, has been shot, a Russian, wireless statement announces.

The former Emperor's correspondence, including letters from the Monk Rasputin, who was killed shortly before the revolution, written to the then Emperor and his family, will be published in the near future, the wireless message declares.

The former Emperor and the young Alexis Romanoff, the former heir apparent, have been sent to a place of security.

The central executive body of the Bolshevik Government announces that it has at its disposal important material documents concerning the former Emperor's affairs, including his own diaries.

The message announces that a counter-revolutionary conspiracy was unearthed, with the object of wresting the former Emperor from the authority of the Soviet council. In view of this fact, the President of the Ural regional council decided to execute the former ruler, and the decision was carried out on July 16.

Documents concerning the conspiracy which was discovered were forwarded to Moscow by a special messenger. It has been recently decided, the message explains, to bring the ex-Emperor before a tribunal "to be tried for his crimes against the people." Later occurrences, however, led to delay in adopting this plan.

London, July 22.—Recent reports and a recognition that probably the former Emperor would suffer a violent death eliminated the element of surprise in the killing of Nicholas Romanoff, which none the less excites sympathetic references here, and has caused some strong denunciation of the crime.

Nicholas never was a hero in this country, for he had always been regarded as weak and a poor specimen of a sover-

eign, but it is admitted that he had good intentions which by the tragedy of his weakness he was unable to realize.

The news of his death, which in ordinary times would have filled the newspapers and called for the biggest type, appears in most papers inconspicuously and, with one or two exceptions, without editorial notice.

"A COWARDLY CRIME"

"The assassination of Nicholas," says the *Daily Telegraph*, "was a cowardly crime, which all the world will condemn—a vile abuse of power by men menaced by the rising consciousness of the people of Russia. His worst fault was instability of mind and lack of moral resolution."

Recalling his inauguration of the Hague peace conference and the establishment of the Duma, the newspaper says it will be considered on all hands that Russia made a greater advance towards the light in his reign than under any other or all of the preceding ones.

The *Daily Mail* also refers to the Hague conference and the Duma, and accuses him of any worse fault than a pitiful weakness. It adds: "He was a poor little Czar. His life and death alike were pitiful."

A WISH

MINE be a cot beside the hill;
A bee-hive's hum shall soothe my ear;
A willow brook that turns a mill,
With many a fall shall linger near;
The swallow, oft, beneath my thatch
Shall twitter from her clay-built nest;
Oft shall the pilgrim lift the latch,
And share my meal, a welcome guest.

Around my ivied porch shall spring
Each fragrant flower that drinks the dew;
And Lucy, at her wheel, shall sing
In russet gown and apron blue.

The village church among the trees,
Where first our marriage vows were given,
With merry peals shall swell the breeze,
And point with taper spire to Heaven.

SAMUEL ROGERS,
(Born July 30, 1763; died December 18, 1855.)

BRITISH EAST AFRICA

BRITISH EAST AFRICA, which until the present war was separated from the British Union of South Africa by alien, that is, German territory of considerable extent, has been practically the commercial key to a good-sized section of Central Africa, although development was probably less than it would have been but for the German activities in the neighbouring possession. With limitations incident to competition removed, however, trade expansion and development should proceed at an even greater rate with the return of normal times.

The port of Mombasa is the gateway to British East Africa, and at the same time the port of entry and exit for Central and East African trade, particularly that of the territories surrounding the Victoria and Albert Lakes and the head-waters of the Nile. From Mombasa, the Uganda Railway starts its 990-mile journey through forest and jungle, inland toward the heart of Africa, carrying annually more than 4,000 tons of goods to and from the sea.

The city of Mombasa is situated on an island which fits closely into the mainland, being separated only by a narrow strip of water. There are two harbors: the northern harbor, small, accommodating sailing vessels; the southern harbor, or Kilindini, one of the finest landlocked and sheltered harbors in the world. Not only is this harbor easy of entrance and exit, but it provides good lighterage, anchorage, and ample space for steamships to turn. Upon its 550-foot wharf there are steam cranes capable of lifting 20 tons, and warehouses insuring satisfactory accommodation for all goods received or held for shipment.

Imports through the port of Mombasa before the war (1913) totalled \$13,068,742, an increase from a figure of about \$4,500,000 in 1910. While imports fell off to \$9,751,427 in 1914 and to \$8,708,400 in 1915, the increase during the normal years 1910-1913 was progressive and in about the same proportion each year. It cannot be said, however, that this yearly rapidly increasing purchasing power was solely the result of the sale of the products of the country. A comparison of the imports with the exports suggests that foreign capital was responsible for considerable of the development work and consequently the buying.

The exports in 1914 amounted to \$5,433,568, with cotton heading the list and totalling \$331,582. Hides and skins came next, with a valuation of \$1,636,546. Coffee, fibres, nuts, ivory, rubber, seeds, and sesame were other of the important exports from the district. In 1915 the exports again fell off, the year's total being only \$4,912,460, as compared with the 1913 figure of \$6,807,504.

The Uganda railroad, built after much time and at considerable cost, by the British Government, has made possible the development not only of the land immediately inland from Mombasa, but by making practicable a 3,580-mile route—rail, water, and road—to Cairo on the Mediterranean Sea, has opened up probably the most fertile and productive territory in Africa.

The few towns or centres of inhabitants of the interior are not as yet of great importance. The principal stops of the railroad, however, are at Nairobi, Machakos, Naivasha, Nakuru, Mumias, and Kisumu. Nairobi is the capital of the Protectorate and stands on the base of wooded hills 327 miles from Mombasa. The population amounts to somewhere in the neighbourhood of 15,000, divided among African natives (11,000), Indians (3,000), and white settlers (1,000). Kisumu, or Port Florence, is the western terminus of the Uganda railway and the chief port of Lake Victoria, 4,000 feet above the level of the sea.

The railroad ends at Kisumu, or Port Florence, on Lake Victoria, where lake steamers take aboard passengers and freight bound for Uganda. Uganda has imported from the United States in the past, cotton piece goods, petroleum, agricultural implements, apparel, shoes, chemicals, hardware, etc. The natives of the section seem to prefer substantial grades of American goods rather than a cheaper European quality. In 1914 the United States ranked fourth in supplying goods to Uganda. Great Britain, India, and Germany ranked ahead of the United States in the order named. Mengo is the native capital.

In considering British East Africa and Uganda as a present market for the distribution of American products, emphasis should be placed upon the fact that goods, similar to those imported into these territories, have been in many cases specialties of large and important industries in the United States. In spite of this, however, British and German manufacturers' shipments to the protectorates have been considerably ahead of those of American exporters. This was true even in the case of such articles as agricultural implements, arms and ammunition, apparel, boots and shoes, brass and copper wire, iron and steel ware, soap, manufactured tobacco, provisions, and railway material. Undoubtedly, the quiet conditions in British East Africa to-day are hardly such as to encourage aggressive cultivation of the territory as an export field. On the other hand, in view of the inability of European manufacturers, formerly large suppliers, to give attention even to the reduced needs of the country, it would seem to be a good time to do something, especially when the return of peace looks to mean more for this part of

Africa than for most out-of-the-way and undeveloped portions of the world.

On September 4, 1915, the British forces took possession of the German port of Dar-es-Salaam, the major and most important portion of what has been known as German East Africa, says the weekly *Export Bulletin*, published by the Philadelphia Commercial Museum.

A more tangible and more immediate benefit which the changed status of the country should bring forth is an increase in shipping facilities. Before the war very few English vessels stopped at the ports of the colony, and then only occasionally and at irregular intervals. Even at that time a lack of shipping facilities was a factor for exporters to consider.

The trade of German East Africa before the war was considerable despite the scarcity of ships to and from nations other than the mother country. In 1913, for example, exports totalled over \$8,800,000 and imports over \$13,300,000, the only unfavorable feature being the balance of trade against the colony. This is to be expected, however, in cases where outside capital is being expended largely in development work. The rapid pushing ahead of railway construction and the port works to a great extent account for the characteristic as far as German East Africa is concerned.

Very little inquiry into the productivity of the country is necessary in order to appreciate its possibilities for future growth and development. Rubber, sisal, cotton, coffee, copra, sesame and ground nuts, for instance, form a very imposing array of exports. While the production of these products has not been large, practically all being absorbed by German buyers, most of the products are still in

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the experimental stage of cultivation. In 1913 for example, but 36,000 acres were devoted to cotton growing; sisal was cultivated on 62,000 acres; the area under rubber was 112,000 acres and the number of rubber trees in the colony totalled around 19,000,000, of which about half were ripe for tapping; and coffee production during the year totalled 1,575 tons, having increased from the 995 tons produced in 1910. In addition to some production of cocoa, tobacco, sugar, and bananas, there was satisfactory cultivation of rice, maize, millet, vegetables, and oil-producing plants and seeds.

Imports of the colony naturally run to manufactured goods and to those kinds of foodstuffs not grown at home. Cotton yarns and manufactures, corrugated iron and hardware, spirits, manufactured tobacco, drugs and chemicals, boots and shoes, soap, glass, petroleum, are among the important items. There should be

excellent openings in the future for machinery such as machines to handle sisal and other fibres, baling presses, cotton gins, rubber cleaning machines, grinding mills, pumps, and ploughs and other agricultural implements. There have also been in the past importations of machines and tools for the building and carpentry trades, ice-making and refrigerating machinery, machines for the brewing industry, sawmills, sewing machines, and printing presses.—*The New York Evening Post*.

Doctor (to anemic patient)—"You must take an interest in outdoor sports." Patient—"I do already, Doctor. They provide my main reading every day."—*Boston Transcript*.

A rook in camp, being broke, wired to his father: "Dad—Send me \$10 at once, as I am on the hog." Promptly his father wired back: "Ride the hog home; we're out of meat."—*Boston Transcript*.

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Do YOU take a cup of tea first thing in the morning? A great many people do, and know well its beneficial effect. They say it clears the head, and fits them better for the day's work. But at this time particularly, the Tea used should be of Choice quality and purest flavor. KING COLE Orange Pekoe is eminently fitted for this special service. It is indeed "The 'Extra' in Choice Tea".

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Sheep on Every Hill Side in New Brunswick

The New Brunswick Government through the Department of Agriculture has arranged with the Chartered Banks to help the Farmers—where assistance is needed—to buy Sheep.

The Department will not only arrange to buy Sheep FOR the Farmers, but will also buy good breeders FROM the Farmers—in other words, this branch of the Agricultural Department WILL SUPERVISE ALL PURCHASES AND SALES OF SHEEP.

IF A FARMER NEEDS CREDIT TO BUY SHEEP he should consult this local banker who has the necessary forms.

If you cannot buy sheep in your locality, inform the nearest banker who will notify the Agricultural Department, or, better still, notify the Department yourself and say how many Sheep you want.

KEEP YOUR EWE LAMBS

Every Ewe Lamb, weighing 80 pounds and over and of reasonable quality, should be retained by farmers for breeding purposes. Sell the males and the inferior females for butcher purposes. If you have more ewe lambs than required, induce your neighbour to purchase.

THE VALUE OF WOOL

Unwashed Wool of the best quality brought 80 cent a pound this spring, or about \$5.00 a fleece.

SIXTY MILLION SHEEP

Have been lost in Europe since the war started. Wool in enormous quantities is now required to clothe the soldiers, it will take an immense quantity to reclothe the returned men in civilian dress. Prices will likely be high for ten years.

New Brunswick has the pasture, hay, roots, and a climate suited to Sheep. Every farmer should consider investing in a small flock as a foundation. The first year will give approximately \$4.00 worth of wool per sheep, the sheep will cost about \$15.00. Is it not a good business proposition?

If you cannot purchase locally, place your order with your banker. Orders will be filled, if possible, in the order filed at this office through the banks.

For further information apply to

J. F. TWEEDALE,
Minister of Agriculture.

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