

FACE OF NATIONS HAUNTING IN THE DANCE AS FIGHTING LIVES UP ON WESTERN FRONT

For Great Spring Drive Allies Need Last Ounce of Men, Money and Energy

St. Stephen Doctor Sounds Grave Warning That Victory Would Not Be Easily Won—Soldiers Show Supreme Courage in Hour of Anguish But They Must Be Supported by New Men—Some Instances of Heroism.

A St. Stephen boy writing home says that the present year will unfold the most profound and tragic events in all the history of the ages. He claims that through the present line held by the Germans it will be extremely difficult for the Allies to advance unless every last ounce of man, money and energy is put forward during the coming year.

The supreme courage of the soldier on the western front is vividly narrated, and the writer, who is a surgeon attached to the C. A. M. C., tells of the action of men who come to his hospital frightfully wounded and with little or no chance of living. They face death calmly and stoically await the inevitable end. The writer says that the Germans are at the present time well organized and their troops in good condition, and that the present year is bound to see some terrific fighting on the western front, terrible because it will be decisive. It is on this front that the fate of the nations involved hangs in the balance.

Four Months at Work.

Dr. E. V. Sullivan, the St. Stephen boy who is a surgeon at the front, writes the following interesting letter to a friend in his home town:

It was just four months ago that the hospital unit to which I am attached left Havre-for our station, west of the line "somewhere in Northern France." Our orders to move came one morning in August, and two hours later we were on the hot, dusty eight mile march to the docks where our twenty tons of hospital equipment were stowed. This we had to transfer through traffic crowded streets, in the heat of the afternoon, to the containing station, and crawled slowly away, had to hurry about it, too, and fight for train space in the confusion that always abounds when thousands of troops are on the move. But all was snug at last, the last bale of dressings aboard, and our men-packed away, forty to each dinky little French "goods truck," and at about 10 o'clock we pulled out of the crowded station, and crawled slowly away into the night, to take our place in the endless procession of trains that carry troops and munitions up to the "big show."

Looking back now over four busy months to that day of leaving Havre for the front, two or three incidents stand out clearly in my memory. As we were standing about the road side after the hot, dusty march to the docks, a regiment of killed Highlanders, just off a transport, all speck and span, and headed by their officers, marched to the skirts of the pipes. We were hungry and tired, and the sight of marching troops was nothing new to us, yet there was that inspiring about these lineal Scottish Scots with their swinging pipes, that braced us like a tonic to the work that was still before us. And later on, the unexpected and hence doubly welcome lunch which was served to the crowded station, where hundreds of hungry soldiers and hunger officers hustled for a bite or two and a bowl of tea before the long night journey. All honor to those fine English girls from pleasant homes with green lawns and gardens and hedges, who slave away in the ugly, smoky French cities of Rouen, after month, day and night, in eight hour shifts, to make the way a bit easier for the boys in khaki; the memory of them and their good cheer will be warm in my heart of many thousand miles long after the events far more stirring and dramatic have been forgotten. In the little back lurch room reserved for officers I added my name to the list in the guest book, that held many signatures of brave fellows who will never return to England any more.

Historic Scenes.

The journey up country took two nights, the intervening day being spent in the fine old French city of Rouen, where I found time to visit the two cathedrals, the old market place where Jean of Arc was burned, and the river, with its interesting bridges and varied shipping, and here I saw for the first time a regiment of steel helmeted French soldiers. The men looked fit and smart, and well clothed. It was told that they were veterans who had lately come in for a rest and refitting, and were now on their way back to the front.

Following our arrival at the post assigned us, came three feverish weeks of work by the whole unit and at the end we had changed an old abandoned bicycle factory that was beared with the cobwebs and grime of fifteen years, into a nice clean white-washed hospital, with two good operating rooms, dispensary, and all the facilities needed for the care of about 700 patients, and three weeks to the day, after our arrival, we received our first convoy of wounded.

Organization Good.

The organization for the care of the wounded Tommy of the British army is beyond all praise, better, it is said, than that of any other nation. And Tommy knows this, and fights all the more confidently in the knowledge that if he is howled over the way will be made wonderfully easy for him. And this, too, when casualties mount away up into the thousands, so wonderful are the resources of the Royal Army Medical Corps.

In a short letter like this I cannot begin to tell you of the wide scope of the R. A. M. C. work. To keep the soldier fit is the kernel of the nut, easy and simple enough in principle, yet out of it grow tremendous problems, and the actual care of the wounded is a million things when compared with the ceaseless care and watchfulness over the sanitation of vast crowded camps and billets and trenches, the settling of contagious diseases among the native villagers; the work of the traveling laboratories; the establishment of great baths and laundries and rest stations; the sanitation of the many reserve and training centers that stretch away farther than you can

SANTA CLAUS WOULD LOOK LIKE THIS IN THE TRENCHES



The photograph shows a British soldier wearing the new mask against asphyxiating gases that is now in general use by the warring countries. Note the valve projecting from the front of the mask, through which the air is drawn, within for purification by chemicals.

BRITAIN DEMANDS APPAM'S RELEASE

London, Feb. 2, 5.55 p.m.—The British government will hold that the Appam must be released under Clause 21 and 22 of the Hague convention of 1907, it was stated today. These provisions stated that a merchantman cannot be converted into an auxiliary cruiser on the high seas, and that a merchantman prize can only be taken into a neutral port under certain circumstances of distress, injury or lack of food, and if she does not depart within a stipulated time cannot be interned but must be turned over to the original owners, with all of her cargo.

According to the British contention, under these clauses the prize crew must be interned in a neutral port. Since the news of the Appam's arrival there has been some anxiety as to whether the raider Mowse might have attacked any other passenger boats. It has been ascertained, however, that all the South African liners are accounted for. "Two big liners," Walmer Castle and Kenilworth, Cape, are both safe, but neither of them had seen anything of the German raider.

"Just what we would have liked to do, had we been in the German position," was the remark of a British naval officer, discussing Lieutenant Berge's exploit.

Was There Design in This?

Relief at the safety of the liner, coupled with undigested admiration for the exploit of the prize crew, marks the British attitude toward the Appam incident. But the international aspect of the case developed much criticism of the German government. It is generally believed that the purpose of further involving the United States in a controversy with the British government is not far from the mark. It would probably have been easier to take the prize into a Spanish or other nearby neutral port, but they qualify this with the statement that since the United States has expressed the desire that British cruisers should not hover about American ports, the Germans may have felt that the way would be cleared.

Long line relatives of the passengers brought to port by the Appam, recalling scenes at the time of the Titanic which had been handed out for so long previously, and re-igniting dismally.

Action Active at Front.

Another St. Stephen (N. B.) boy in a recent letter to his mother from France says as follows:

The weather has, until today, been quite clear and fine for the past week, but today it is repeating the dose which has been handed out for so long previously, and raining dismally.

A Beloved General.

Field Marshal Sir John French has, as-of-course you know, resigned his command over here, owing to the severe strain and his age. We all easily sympathize with him, because he personally and everyone loves him. The new general, Sir Douglas Haig, is a man of about fifty or a little older, but he has been with General French right along and has had a lot of service before. Like General French, he is a cavalry man, but while he may be as good a man and a general, he can never take the place of General French with the boys. General French, in his message to the boys before leaving, predicted an early and successful conclusion of the war, which I personally believe as I do not expect it to last later than June at the latest.

One afternoon little Jimmy had been playing rather stonily in the street, and when he returned to his happy home he had an over-heated look.

ZEPPELIN RAID INTERN GERMAN PASSENGERS, ALLOW PASSENGERS TO GO FREE

This Probably the Course of U. S. Government in Dealing With Case of Captured Steamer Appam

Converted Merchantman, Not Submarine, Captured Appam and Sank Eight Other Steamers—Carries Heavy Battery Behind Canvas Forecastle—Armed Australian Steamer Sunk in Lively Battle.

Newport News, Va., Feb. 1.—Given up for lost days ago, the British passenger liner Appam, in the West African trade, sailed like an apparition in Hampton Roads today, flying the German naval ensign, and with her ship's company under guard of a German prize crew. She brought word of a mysterious German commerce raider, the Mowse, which now roams the seas, and had on board the crews of seven British merchantmen and admiralty transports captured by the Mowse before she seized the Appam and started her across the Atlantic for an American port, with Lieut. Berge, of the German naval reserve, and twenty-two men in charge.

The Appam brought into port the crews and passengers of several ships which had been sunk. There has been no determination, as yet, of the American government's course respecting the ship.

Until it is decided whether the German commander aboard the British steamer Appam brought the ship to an American port as a prize of war, or as a converted auxiliary cruiser of the German navy, there will be no determination of the American government's course respecting the ship. When certain formalities have been completed with the ship's passengers, including several British colonial officials, will be released, and their deposition passed on by immigration authorities. Any prisoners of war will be released, because international law permits no holding of war prisoners in a neutral country.

GERMANS INTERNED AS MEMBERS OF NAVY.

The United States then, finally, will have to deal with the German crew under Lieutenant Berge, and if they are accounted in the naval service of Germany, as were the crews of the Prinz Eitel Friedrich and the Kronprinz Wilhelm, already interned at the Norfolk navy yard, they, too, will be interned unless their ship goes to sea to run the cordon of British cruisers outside. As to the disposition of the Appam, herself, if she is held to be an auxiliary cruiser, her commander will have the option of putting to sea after a certain time, to make repairs and take provisions. If she is declared a prize the situation becomes more complex, and in that event it is admitted that the United States will have to deal with probably the most novel question concerning its neutrality that has arisen during the war.

The Appam now lies off Old Point Comfort, under the guns of Fortress Monroe, waiting for the state department at Washington to determine her status—whether she is a man-of-war, subject to internment, or a German prize. By tomorrow the customs authorities here hope to have orders to send the ship either to Norfolk or Newport News, where the anxiously waiting British officials will be put ashore.

According to the story told, with great reserve, by Lieutenant Berge to collector of the Port Hamilton, when he formally reported his presence in American territorial waters later today, the Mowse captured the Appam, bound from Dakar, French West Africa, for Liverpool, after a brief show of resistance on January 16, sixty miles north of the Canary Islands. On board the Mowse then were the crews of five vessels, previously captured, all of whom were transferred to the Appam.

CLAN MAC TAVISH SUNK IN SINGLE COMBAT.

From all reports the raider is a converted German merchantman, with a false canvas forecastle concealing a battery of guns of fairly large calibre. On January 17 she engaged in battle an armed Australian trader, the Clan MacTavish, which sank, after an exciting combat, with a loss of fifteen men killed on the Clan MacTavish. The Appam, which was ten miles away at the time, in charge of a prize crew, steamed hurriedly back to the scene and rescued four members of the crew of the sinking Clan MacTavish, struggling in the water.

Later, under orders from the commander of the raider, Lieut. Berge headed his prize for an American port, and parted company with the Mowse. Nothing has been seen or heard of the raider since, and the Appam steamed across the ocean on an uneventful voyage and reached the Virginian Cape at 5:45 this morning.

Lieut. Berge claims the Appam is a prize of war, but government officials have not accepted this view. She had one mounted rifle gun when captured, but this was removed by the Mowse, and there was no gun aboard when she reached port, except small arms carried by the prize crew.

DATES OF SINKING STEAMERS.

On January 10 the Mowse captured and sank the British steamship Farringford, carrying 500 tons of copper ore. Later, on the same day, she captured the British steamer Corbridge, with a cargo of 6,000 tons of coal. The Mowse did not sink the vessel, but sent a crew aboard and held her as a collier.

For three days the Mowse was inactive, and then the British admiralty transport Dromedary dove in sight on January 13. She offered no resistance, and was captured and sunk.

Before that day was over, the raider had met and destroyed the British steamship Athor, carrying 3,000 tons of general cargo, and the admiralty transport Tipler, with 6,000 tons of sugar.

No ship of the enemy was sighted on the 14th, but on the 15th the British steamer Arizade crossed the raider's path, and was sent to the bottom, with her cargo of 5,000 tons of wheat.

Next day, Jan. 16, there appeared the biggest prize of all, the liner Appam, carrying 3,000 tons of general merchandise, including a large quantity of cocoa. One or two shots were fired at the Appam, but there was no real fight.

IDENTITY HIDDEN UNTIL CLOSE QUARTERS REACHED.

The Mowse approached the liner flying the British ensign, and exchanged salutes with her. When she was close enough to cross the Appam's bow she ran up the German flag and lowered the false forecastle disclosing her armament. The detailed story of the capture still is untold, as no one has come ashore except Lieut. Berge, and no one has been permitted to go aboard except those officials whose duties required them to do so.

No one knows where the Mowse came from, except the prize crew aboard the Appam, nor where she went after the battle with the Clan MacTavish. Apparently all of the operations revealed by the arrival of the Appam took place in the vicinity of the Canary Islands. The Appam did not sight a single British or French man-of-war from the time she parted company with the Mowse until she entered Hampton Roads.

The regular crew operated the ship under the German flag. She is said to have flown the British flag until she reached the three mile limit. The Mowse is given as a ship of 553 tons net, built in 1912 at Geestemund, Germany. She is 245 feet long, 36 beam and draws 10 feet 8 inches. She is described as equipped with submarine signals, wireless and 220 horse-power engines.

AGENTS WANTED

RELIABLE representative wanted, meet the tremendous demand fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special price taken in the fruit-growing business New Brunswick offers exceptional opportunities for men of enterprise. Offer a permanent position and liberal pay to the right man. Stone & Swanton, Toronto, Ont.

THERE is a boom in the sale of turf in New Brunswick. We want reliable agents now in every unrepresented district. Pay weekly; liberal terms. Nurseries Co., Toronto, Ont.

HELP WANTED—FEMALE

WANTED—Ladies to do plain light sewing at home, whole time; good pay; work sent distance, charges paid. Send stamp particulars. National Manufacturing Co., Montreal.

WANTED

CASH Paid for Postage Stamps of 1870-1910. Any kind except cent American. A. B. Paine, 1, Beacon Street, Brookline (Mass.) 86232-1.

FOR SALE

FARM for sale, three miles from Bellisle station. Apply, Elmer Benson, Shannon post office, Quebec.

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Caused by enlistment of those who are called, and those who will answer their king and country's call, must filled.

Who will qualify themselves to advantage of those great opportunities. Catalogues free to any address.

MARRIAGES

GILCHRIST-EAGLES—At the residence of the bride's parents, Mr. and Mrs. E. H. Eagles, Elm street, on Wednesday, January 2, 1916, Captain John E. Gilchrist to Miss Jennie Emma Eagles, both of this city, by Rev. D. J. Dineen.

MCKAY-EWING—At the residence of the officiating clergyman, Rev. D. J. Dineen, 42 Duke street, Wednesday, January 2, 1916, Roy McKay of 115th Battalion and Miss Bessie E. Ewing of this city.

DEATHS

GANONG—At her parents' residence, Elm street, Kings county, on January 2, 1916, after an illness of seven weeks, Mrs. Caroline, only daughter of H. E. Ganong and Lucy A. Ganong, aged two years and ten months, beside her parents, one brother to mourn.

WILLIAMS—At Carter's Point, Elm street, Kings county, on January 2, 1916, after an illness of seven weeks, Mrs. Mary Ann Williams, wife of John Williams, one son and three daughters.

CAMERON—At the residence of her parents, 187 Princess street, on January 2, 1916, after an illness of seven weeks, Miss Catherine, daughter of late Benjamin and Christiana Low.

MAINTOSH—At the General Hospital, Jan. 29, 1916, Donald M. McIntosh, 42 Duke street, Scotch quartermaster of C. G. S. Aberdeen.

SULLIVAN—In this city, on the 1st inst., Katherine, widow of John H. Sullivan, leaving four daughters to mourn (Boston papers please copy).

GREEN—In this city, on the 1st inst., Florence Elizabeth, daughter of Mrs. and Mr. A. H. Green, 240 Bridge avenue, leaving to mourn her parents, five sisters and two brothers.

CHART—On Jan. 31, Able G. Chart, wife of Charles N. B. Chart, husband, two daughters, one son, five brothers and four sisters to mourn (Boston papers please copy).

SKINNER—At Carville Hall, N. B., February 1, Lavinia Ryan McCully, loved wife of Frank A. McCully, nee Mrs. C. D. Skinner, leaving her parents, Mr. and Mrs. C. D. Skinner, widow H. Skinner.

MONUMENTS TO REAL COURAGE

(Detroit Free Press.) There died recently in Lou (Ky.), a remarkable old man, Morrison Heady by name. Born three years ago in the city in which he died, the son of a prosperous physician, he was a normal child from the first. When six years old a flying ball struck his left eye, and he became totally blind.

After he was educated in a blind school and became an expert musician, he lost his hearing as well as his sight. He was a normal child from the first. When six years old a flying ball struck his left eye, and he became totally blind. After he was educated in a blind school and became an expert musician, he lost his hearing as well as his sight.

Such lives are worth enshrining in memory. They are monuments to courage.

He is a self-made man, is he? "Yes, except for the alteration by his wife and her mother."

TO GIVE FILIPINOS THEIR INDEPENDENCE

Washington, Feb. 2.—A definite policy, contemplating Philippine independence within four years, was approved by the cabinet today. Vice-President Marshall casting the deciding vote in favor of the Clarke amendment to the Philippine bill directing the president to withdraw American sovereignty within a four-year period. The vote was 41 to 41. An effort to re-commit the bill was defeated, and had action on the measure, which has not yet passed the house, was deferred until tomorrow.

Administration senators, in supporting the Clarke amendment, maintained that some definite provision was necessary to give the independence declaration in the Baltimore platform. By the terms of the amendment provision is made for extension of time for granting independence, if the president should deem it advisable, until Congress shall have had an opportunity further to consider the subject.

Provision is also made for the retention by the United States of leased territories for naval bases and coaling stations.