

U.S. IDEA OF NEUTRALITY CURIOUS, BERESFORD SAYS

NO PROTEST FROM ENGLAND OVER SUBMARINE RAIDS OFF NEW ENGLAND FOR PRESENT

Foreign Secretary Grey Tells Commons Nothing Known Officially to Substantiate Reports that American Warships Got Out of U-53's Way to Permit Torpedoing of Vessels.

London, Oct. 17.—The British government will not make any official representation to the United States concerning the German submarine U-53 pending an announcement of its attitude by the American government, said Viscount Grey, Secretary of State for Foreign Affairs, in the House of Lords today. In reply to a question concerning the attitude of the United States toward British patriots Viscount Grey said that the United States admitted that British ships were not exceeding their legal rights under international law, but that the American government complained of their presence on the ground of irritation which the continued presence of belligerent warships off the coast of the United States naturally caused in a neutral country. He declared that the United States had requested Great Britain, very emphatically, not to patrol off its coast, and said that instructions were sent to the British ships there to avoid causing any unnecessary irritation and to comply, as far as possible, with the American request.

"With regard to the U-53," the Foreign Secretary continued, "we do not know what steps were taken by the United States for patrolling its waters, or in regard to her commander coming into port and securing information from newspapers. We do not know whether it is true that American warships got out of the submarine's way. That is a matter for the American government only, and we assume that that government is making full inquiries. We also assume it will announce its attitude in due course. Pending that we do not propose to make any official representation on the subject of the submarine.

The question concerning the German submarine raid in American waters was raised by Baron Chas. Beresford, former commander of the British home fleet, Earl Grey, former Governor General of Canada, and others. Baron Beresford asked whether British cruisers were removed from American waters owing to American objections, and if so, what steps the government proposed for the protection of British vessels. He criticized the submarine reply as at least curt, and said the American ideas of neutrality were curious. Earl Grey wanted an assurance that the report that American commanders of destroyers had succeeded in the request of the German submarine commander to clear out of the way and give him room to blow up ships was untrue.

Intercepted Message from British Warship.

The foreign secretary said, in reply to Lord Beresford's question, "The best thing I can do is to read a summary of what actually passed between the United States government and His Majesty's government on this subject since the war began, and what we understand the view of the United States government to be."

Viscount Grey then read the following statement:

"On the fourteenth of September, 1914, the British ambassador at Washington telegraphed that the United States authorities had intercepted wireless messages from H. M. S. Suffolk to New York asking for supplies and newspapers, and he informed us that the United States government considered that this would be making use of United States territory as a base for supplies and information as to shipping movements through the newspapers.

The proceeding was, as far as I am aware, not repeated, and no official protest was received, so far as I have been able to discover in the foreign office.

"On the fifth of October, 1914, we had a private communication respecting the presence of British ships near New York harbor. We had an official communication later on deprecating the same thing, and saying that in the past such hovering of foreign vessels in the vicinity of the great ports of the United States had forced that government, owing to the public feeling aroused, to take a very strong line, and that if the practice continued it might be construed into an act of unfriendliness requiring some action on the part of the United States government. There was, later on, an official complaint, on the sixteenth of December, 1914 (1915?), founded on the shadowing by a British warship for some distance along the American coast, though from a position admittedly beyond the territorial limits, of a vessel named the Vinland, and this complaint referred to the seriousness with which the United States government regarded the hovering of belligerent warships about American ports and coasts.

"The official complaint stated that the British government was aware that the United States government had always regarded the presence of belligerent cruisers patrolling the American coast, in close proximity to the territorial waters of the United States, and making the neighborhood a station for their observations, as inconsistent with the treatment to be expected from the naval vessels of a friendly power in time of war, and had maintained that the consequent menace of such proceedings to the freedom of American commerce was reckless and uncourteous to the United States.

"We assume that the view of the United States government is still that contained in their despatch of the 4th of October, 1914."

Viscount Grey quoted this to the effect that the United States government would regard as an unfriendly act the hovering of belligerent vessels near the American coast in the track of commerce to American ports, and intended to intercept the enemy merchantmen, and continued:

"In reply to these various requests, private and semi-official and official, from the United States government we asked to be informed what ground the claim was made that belligerent operations which were legitimate in other parts of the high seas were illegitimate in another, admitting that the British ships were not accused of exceeding their strict legal rights under international law, and that the complaints made by the United States government were not based on any actual illegality, but on irritation which the continued presence of belligerent vessels in close proximity to United States ports naturally caused a neutral country.

facts. We have not any means ourselves of stating what the actual facts were.

"I will sum up the situation by saying this: "The whole matter seems to be in a state of suspense, so far as we are concerned. It is evidently the case that a German submarine visited a United States port and subsequently sank British and neutral vessels off the American coast. We do not know what precautions were taken to prevent the submarine from obtaining supplies or information from newspapers or otherwise as to the movement of merchant ships off the coast. Nor do we know whether American ships of the submarine by getting out of the way as reported in the press. It is only the United States government and their officials who can ascertain the facts, and until we know the facts and what view the United States government take of the proceedings of the German submarine we do not propose to make any official representation on the subject which, in the absence of further information, could only be hypothetical, although it is obvious that the issues involved are very important. Of course, the Allies altogether have made representation expressing very fully to the United States government their view with regard to danger of permitting submarines of the war powers to visit the United States coast, and the United States government was done before this particular German submarine arrived. The reply of the United States government was not favorable to the views of the Allies on that point, but it is possible there may be a further discussion on the subject. Therefore, when I say that we do not propose to make official representations until we know the full facts and the view of the United States government, I mean that we are now the subject of special consideration of the United States government who are themselves ascertaining the full facts of the case, and will I suppose in due course let it be known to the world what view they take.

"I shall then be able to decide whether it is necessary for us to make any official representation on the subject, and if so, what the nature of this official representation shall be."

Lord Beresford expressed the hope that the situation would be able to remain as it was, as it would lead to irritation.

"We do not want political questions raised between these two great countries," he said, "but they are certain to be raised unless some definite conclusion is reached or some communication made between the two governments which will clear up the question."

Lord Beresford asked what we did as a matter of fact though we had contended that according to the strict principle of international law British warships were entitled to operate freely anywhere outside of territorial waters, and the United States had not based their request to us on international law, but on the ground of courtesy and friendliness, and the annoyance it would cause if vessels were close to their coast, instructions were sent by the admiralty to British vessels in other parts of the high seas of war to avoid causing any unnecessary irritation, and so far as possible, to comply with the request of the United States government. That disposes of what has passed, so far as we are concerned.

"When we come to what has passed with regard to German submarines we do not know, and I cannot answer the question as to what the attitude of the United States warships toward the German submarines on the spot was. We know that they saved life. They rescued the crews after the ships were sunk and did everything they could to prevent loss of life afterwards.

"What Part Did U. S. Warships Take?" "The questions asked me are: "What did they do before any vessel was sunk and is it true that a German submarine commander requested the United States vessels to clear out of the way in order that the operation of sinking the defenseless merchant ship should be facilitated, and did the United States vessels of war, in fact comply with the request, and so, facilitate the sinking of vessels."

"On that we know nothing more than what has appeared in the press. We have no means of finding out what actually occurred unless some of the refugees from the vessel itself are able to give an account of the matter. But I assume that the only people who can give an account of it are the officers of the German submarine and the officers of the United States navy who were present on the scene, and that is a matter which I assume the United States government will inquire into or had inquired into, and either is or will be in full possession in regard to the

jeopardising her chances of reaching Heligoland again unaided. The fact that the U-53 has not been evidence off Nantucket after her raid in that locality is in strict accordance with the policy of the German command in commerce destroying history. To strike in a particular locality, work havoc there during a brief period, and then reach away to fresh fields is the very thing which Commander Semmes did with the Alabama in similar circumstances, which Commander Maiff did with the Florida, and which the Tallahassee did when during a ten days raid on the Atlantic coast she burned or scuttled thirty-one American ships.

Merchant ships, as one official put it are like quail, timid in the extreme and quick to take alarm. Let the news once get broadcast that a particular part of the ocean is invested by destroyers and merchant craft will make wide detours to avoid those waters. This is what the Espagnos and the Cameronia and other craft did, as attested by their masters.

Apart from possessing the means of renewing his fuel supply, the commander of the Prussian submarine could be expected only to hold his position in these waters in the event that his instructions permit him to utilize the fuel necessary for the return voyage to continue attacks on the Atlantic coast, leaving only sufficient at the very end of his work to make a neutral port and intern for the rest of the war.

This last contingency is regarded as remote, and naval observers prefer to credit the Prussian commander with already reaching out into blue water on a course which ultimately will carry him around the north coast of Scotland. If this conjecture is the correct one, and it must be borne in mind that it is purely conjecture, good practice would cause Commander Rose to follow the Gulf stream track up to the "Corner," which is the converging point well off shore for the greatest mass of steamship traffic passing between United Kingdom ports and the east coast ports of the United States.

The "Corner," as it is known to navigators, is distant from New York about 1,050 miles, with its most southern point in latitude 40 degrees 30 minutes north, longitude 47 degrees west, and its northernmost point about 60 miles north of this position.

In a general direction the "Corner" lies to the southward and eastward of Cape Race, and if trouble turns up in that locality in the shape of submarine attacks the Cape Race wireless station will be the first land station, marine men say, to receive news of the raid.

From the "Corner" to Pastnet is a distance of about 1,870 miles, so that the U-53 would have a course to traverse from Nantucket Shoals to the coast of Ireland, after deducting the 190 miles, as between Nantucket Lightship and New York, of approximately 2,540 miles.

Distance in Stretches.

From the South of Ireland, around the north coast of Scotland to Heligoland, is approximately 1,370 miles, but as the U-53 would be apt to pass the coast of the north coast of Scotland from the corner, the latter distance would be considerably shortened. Roughly speaking the U-53 would have a distance of about 3,300 miles to traverse from Nantucket shoals, it is pointed out, before making the submarine base at Heligoland.

The early reports that the U-53 ran aground alongside the Christian Knudsen and took off from that ship before sending her to the bottom has been disproved by later statements, and so far as any information is available the Prussian craft made no attempt to benefit herself from any of the craft she destroyed last Sunday.

The fact that the U-53 was compelled on Sunday to use several of her torpedoes strengthens the belief that the submarine will reach her own base at an early date, for it is deemed incredible that the Prussian commander would trust his crew to a detour of the Scot's coast wholly devoid of the resources he must use when in the presence of war craft. The normal torpedo supply of the U-53 is put down at eight torpedoes, though it is just possible that hold space was found for two spare ones. Even the carrying of two additional torpedoes would be a sacrifice of some other useful equipment.

While it is possible to reason out the likely movements of the Prussian craft under normal cruising conditions, the views advanced, it is said, may be put wholly at variance by the orders of the Prussian navy general staff, which, under the peculiar circumstances attending the raid, may require that Commander Rose disregard all precedents and with the object only of doing the greatest possible damage to enemy shipping, suffer his own craft to be lost, perchance, in accomplishing the greater object sought for.

To lose the U-53 would be cheap, it is argued, if by so doing a relative great blow could be struck at the munitions carrying traffic.

So long as the U-53 remains in American waters, it is regarded as a certainty that her presence will draw off war craft from the allied fleet. Strategic considerations are being given, with the further effect of relieving the American shores of individual frigate forays.

Aside from the actual destruction which the U-53 brought on Sunday in staff, which, under the peculiar circumstances attending the raid, may require that Commander Rose disregard all precedents and with the object only of doing the greatest possible damage to enemy shipping, suffer his own craft to be lost, perchance, in accomplishing the greater object sought for.

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BAPTISTS IN CONVENTION STRONGLY ENDORSE THE NEW PROHIBITION ACT

ONE OF MOST COMPREHENSIVE AND DRASTIC LAWS IN DOMINION—FINAL SESSION LAST NIGHT OF SUCCESSFUL CONVENTION—COMMITTEES CHOSEN AND LARGE AMOUNT OF BUSINESS FINISHED—FIVE YEAR PLAN ADOPTED.

The 71st convention of the Maritime Baptists was brought to a close last night. Sessions were held in the morning, afternoon and evening, the evening session lasting from seven until eleven o'clock. The convention was one of the most largely attended which has ever been held and one very forward step in the work of the denomination was taken in the adoption of the five-year programme.

The action of the New Brunswick government in placing on the statute books a splendid prohibitory law was very strongly endorsed and the convention placed itself on record as favoring the support of men at the polls who were in favor of enforcing that law.

At the evening session Rev. H. E. Stillwell told something of the problems which have to be faced in India and of the signs of harvest which are appearing. Rev. W. A. Kinsey, representative of the American Baptist Publication Society, told something of the work which that society has accomplished since it was organized in 1824. Mrs. Thomas Hill, missionary to Africa, gave a short talk on her work there. The report of the committee on the retiring president's address was laid on the table to be taken up in the afternoon.

Morning Session.

After the devotional exercises had been conducted by Dr. DeBolis, the report of the foreign mission board was taken up. The report was read by H. E. Stillwell, treasurer of the board in the absence of Dr. J. G. Brown, the secretary. All things considered the year has been a successful one. In Bolivia, while no baptisms had been reported here were signs of awakening and a good harvest was looked for there in that near future.

In India two new churches had been built and 597 converts baptized. The number of schools had been increased and they were doing a splendid work. A gift of 20,000 rupees by the Rajah and Raol of Pithapuram for the extension of the medical work there was received with great thankfulness.

The report also contained a touching reference to the death of Rev. E. Davis, a former missionary to India who had died during the year at the leper asylum at Tracadie.

The report of the treasurer showed receipts for denominational purposes of \$75,183.62 for the year.

The report of the Ministers' Anniversary Fund was then submitted by J. A. Christie.

Evangelist C. P. Wilson brought up the matter of increased salaries for the ministers of the denomination and of the opinion that every effort should be made to pay the full \$300 in annuities.

M. G. White, of Sussex, advocated a definite policy to better the conditions of ministers so that the clergy would be left to the charity of friends in their old age. He suggested and outlined a scheme of adequate annuities by means of annual subscription.

Rev. Z. L. Fosh, Parrsboro, expressed himself as deeply appreciative of the good work of the annuity board. He believed Mr. White's suggestion a good one. He hoped that it would be made to the standing dispraise of the way aged and infirm Baptist ministers are provided for.

J. A. Christie, Amherst, who read the Anniversary Fund report, referred to the fund as a vital question.

He cited the case of a minister who had not had butter on his table for months, and who used it on an occasion when a friend visited him in order to avoid comment. Mr. Christie said a widow had offered a diamond ring for the fund and this was for sale.

Afternoon Session.

After the devotional exercises by Dr. DeBolis, the president took the

chair and the business of the convention was resumed. The first business was the report of the committee on temperance and moral reform. The report dealt in a very full manner with the progress which had been made all over the world in the matter of prohibitory legislation, as well as in the several provinces of Canada, and pointed out that the only province which was not already under prohibition or would be in the near future was Quebec, in Nova Scotia, it had already gone into effect and was working in a very satisfactory manner.

In New Brunswick, we have great cause for rejoicing. We have upon the statute books of our province one of the most comprehensive and drastic prohibitory laws of any province in the Dominion. Temperance and Christian men and women have worked and hoped and prayed for this to come and now we stand at the threshold of a new day.

At midnight on the 30th April, 1917, every bar-room and saloon and club that is today selling and dispensing liquors for beverage purposes must close its doors and go out of business. Whenever and wherever this law comes into operation there shall be no liquor sold for beverage purposes, except it be sold in violation of the law.

In the new prohibitory act provision is made for every industrial, medicinal and sacramental want. Restrictions and prohibitions surround all liquors sold for whatever purpose it may be. This law was also drafted so that, given the proper officials, we might be able to know just what amount of liquor came into our province from time to time. Through the shipping bills of the railway companies, or by the records of the best exporters of pantomime dancing before the public and the orchestra, under the leadership of Ernest Bloch is a joy in itself. Miss Allan is supported by an efficient company of dancers. Large audiences in Ottawa were also pleased. She was entertained at luncheon by His Excellency, the Duke of Connaught, Governor General of Canada.

Severe penalties for all offenses are imposed and the purpose of the act is, as expressed by its title, an "Act for the Suppression of Traffic in Intoxicating Liquor."

This new measure comes into operation in the six counties now under the Liquor License Act on May 1st, 1917. In nine counties the Scott Act is in operation and before this new prohibitory law can come into force in those counties it will be necessary to repeal the Scott Act.

In several counties a movement is on foot looking toward the calling an election to vote out the Scott Act. Petitions are now being circulated in Kings, Albert, Northumberland, Sunbury, and some are in circulation in York and Queens counties. Preparations are being made so that the other counties can follow in due time.

The following are the recommendations of your committee: That this convention use its influence in behalf of strict enforcement of all laws since the success of advanced temperance legislation rests entirely upon the thoroughness and impartiality of its enforcement, and that the laxity of enforcement of any law tends to the demoralization of the community and to a spirit of lawlessness. We, the United Baptist Convention, urge all its members to use their utmost influence to bring about a condition of citizenship worthy of our great Empire of which we form a part.

And your committee also recommends that this convention place itself on record as approving and endorsing the new prohibitory act of New Brunswick and express our appreciation.

(Continued on page 4)

MANY CRACK WRESTLERS.

Boston will retain its place as the premier Eastern wrestling city this season, according to George Tuohy. Every wrestler of note in active competition is under agreement with Tuohy, and with the fine list of talent

the promoter looks for a splendid series of contests.

The season will open in a month with Stranger Lewis probably as one of the head liners. Among others who will appear will be the two Zyzakos, Joe Stecker, Earl Caddock, known as the "man of a thousand holds"; Adolph Ernest, the crack Californian; Bill Hokuf, considered by many the man to beat Stecker; Demetrius Tofalos, the Greek heavy weight, and Ivan Linow, the Cosack.

TORONTO CLUB NOTES.

Business Women's Ambulance Active.

Ambulance No. 9266, donated last year by the Canadian Business Women's Club, has been doing good work at the front, as is shown by a letter received by the club from Mr. E. J. Dunstan, president of the Toronto branch of the Canadian Red Cross Society. The letter reads:

I have pleasure in advising you that in the last reports from our commissioner in France he stated that Ambulance No. 9266 in the month of July carried 207 lying and 67 sitting cases. As this ambulance was donated by the Canadian Business Women's Club I think you will be glad to have the above information.

The Business Women's Club intends to be active in work for the soldiers again this year. —Toronto Mail and Empire.

CURTAIN FLASHES.

At the Princess Theatre, Montreal, Maud Allen and her symphony orchestra drew good houses, says the Dramatic Mirror. Miss Allen is one of the best exponents of pantomime dancing before the public and the orchestra, under the leadership of Ernest Bloch is a joy in itself. Miss Allan is supported by an efficient company of dancers. Large audiences in Ottawa were also pleased. She was entertained at luncheon by His Excellency, the Duke of Connaught, Governor General of Canada.

VITAGRAPH STAR WEBS.

Carlotta de Felice and Vinton P. Breese were secretly married in Newark, N. J., Sept. 11.

Miss De Felice was known on the stage as Madame Carlotta, and she has danced in places as far apart as Russia, Austria, and the United States. In the last few years she has been associated with the Vitagraph Company and several others. Her chief successes were in "The Christian," and in "Money."

Mr. Breese is known from Coast-to-Coast as one of the leading all-around judges of dogs, and he also is well acquainted in Great Britain. He is not only a judge of dogs, but is one of America's leading critics on kennel dogs and is an artist of no mean ability.

THE AUSTRALIAN LINE.

J. T. Knight & Company announce that the Australian-New Zealand and South African liners will make two sailings monthly from this port during the winter, and the Robert Reford Company announce fortnightly sailings to Glasgow. With the C. P. E. Allard Line, Furness and Head lines, the season should prove a busy one.

Washington, Oct. 16.—The Culbreth Island naval station, off the Porto Rican coast, was almost completely destroyed last week by the hurricane which swept that vicinity. The station has been practically abandoned by the navy, and only a few houses and supplies, used by the marines who practice advance base manoeuvres there, were left. A despatch to the navy department today said these properties had been blown to pieces.

Mrs. Fred Harvey A. son of Newton Centiman M. Risteen, Risteen of Boston, well known to the owner of the latter city, native of Frederic and his wife had a great show of friends. He was six months of age, much liked, and the following: Herbert, B. Superior, W. Ralph Clouston), the 12th Battery Redbank; Florence Matheson, Ca. Vaughan Long Robert, Miss Lorne at home.

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Caribou Seen Reports from the Allegash region by Game Wardens indicate that caribou are at various points line between Maine and Upper

DON'T BELIEVE U-53 SELF SUFFICIENT

DODD'S KIDNEY PILLS
CURE ALL KIDNEY DISEASE
GOUT, RHEUMATISM, BRIGHT'S DISEASE, DIABETES, GRAVEL

Quick, Painless Way to Remove Hairy Growths
(Helps to Beauty)

PURITY FLOUR
AFTER school the hungry boy Calls for bread and butter. Blythe remarks of ecstasy He is sure to utter. If the bread he joys to see Was produced with Purity.

