

**Has Germany
125 U-Boats?**

WHILE Germany's actual sea power expressed in submarines cannot be exactly determined by the Allies, naval men who have access to daily and weekly reports, and shipbuilding experts who can estimate very closely Germany's production capacity, believe they have a fairly accurate idea of the truth. They regard it as a liberal concession to say that Germany does not possess more than 125 submarines. Some of them estimate the number at not over 100. And there seems to be a general agreement that Germany rarely if ever has in excess of thirty submarines at sea at one time.

For the past year and more there have been all kinds of romantic tales about the number and the size of German submarines. Germany has been credited with possessing anywhere from 200 to 400 undersea craft, and there have been yarns about submarine dreadnaughts running up to 5,000 tons displacement. Twelve months ago somebody predicted that at her rate of construction Germany would have in service a thousand submarines at the end of a year. There has been talk of heavily armored submarines, capable of withstanding the impact of five and six-inch shells. There were tales of 22-knot submarines, and even faster ones, capable of overtaking the average passenger liner.

Now, all these stories, in the belief of naval experts have emanated from German sources and have been spread abroad for the purpose of creating fear and panic. No man has yet seen one of these submarine leviathans whose advent has been reported. Certainly none of the many submarines that have been captured by the British and allied naval forces fill the specifications. There is no authentic testimony concerning any submarine that displaces more than 1,000 tons, and most of them have been smaller than that. A 1,000-ton submarine is a big fellow, some 300 feet in length, approximately matching in size the modern destroyer.

The heavily armored submarine is unknown. There are some that carry light armor about their conning towers and along the upper deck, but they will not resist five or six-inch shells, or even a well placed three-inch shot. The armor of the submarines is concealment, and this is testified by the anxiety they display in disappearing from sight under attack by light naval craft. If they were armored to match the German tales they could fearlessly come to the surface and engage in stand-up fights with destroyers—a thing that has never yet been attempted.

At the outset of the war Germany was generally credited with some seventy of much smaller size than the modern type. Taking into consideration Germany's shipyard capacity and allowing that she may have concentrated most of her efforts on submarine construction since that time, it is the best judgment of naval experts that never at any time did she have more than 200 submarines. Her shipyards no longer possess their original capacity. There have been heavy inroads on the men, and even heavier reduction in the matter of raw material. It is regarded as certain that not one of the original submarine fleet she had at the time the war began is now in service. Most of the first batch have been destroyed, others worn out.

There is no doubt that Germany rapidly increased the number of her submarines for a time; that was before the Allies began to make headway against them. Within the last year Germany's submarine strength has been receding, especially within the last six months. The most rapid construction of which the Germans are capable does not now equal the rate of destruction.

Whatever Germany's actual capacity for submarine construction, naval men have proved to their own satisfaction that they can sink and capture undersea craft more rapidly than they can be built. The average number at sea each day at this time is known to be appreciably less than the average number six or eight months ago. When Germany started her ruthless campaign she began playing havoc with Allied shipping, but she also risked her own undersea craft in a wholesale way. She gave the Allies opportunity to destroy more, and the Allies have done so. Making allowances for the cruising limitations of submarines, for the fact that their crews require periodic rests, for the further fact that it is extremely difficult to train officers and men for this kind of work, and deducting the necessary periods that must be devoted to overhaul and repair, the estimate is that Germany cannot maintain more than thirty such craft at sea at any time.

"Of course," a naval expert remarked to-day, "thirty enemy submarines is thirty too many. But it is a whole lot less than the yards of a hundred or more. Thirty submarines turned loose in the shipping lanes can do an extraordinary amount of damage. As a matter of cold calculation they ought to do more damage than they are doing. The fact that they do not is a fine testimonial to the growing effectiveness of the campaign that is being made against them. What I mean is that the submarine has become a far more vulnerable type than we believed it was a year or two ago. We rated it too low at the beginning of the war. Then we rated it altogether too high; but that was because we had not made rapid advances against it. Now we rate it somewhere between the maximum and the minimum, with its effectiveness against new methods of attack steadily dwindling. As things are going now, if this war lasts long enough, Germany will have no submarines at sea.

BUYS GLASSES FOR BULLDOG

Proud Mistress Discovers Cold Wind Brings Tears to Pet's Eyes and Takes Him to Oculist.

One of the newest features of the high cost of living investigation by federal agents has just been revealed by United States District Attorney Cline of Chicago. He told the following story:

"I dropped into an oculist's a couple of days ago with a friend who had broken his glasses. We found that gentleman, immaculately clad, carefully fitting a pair of glasses on the pug nose of a bulldog with undershot jaw and bandy legs.

"Well, we had to wait. A lady, in handsome furs, held the bulldog by the chain. When the job was done she led it away. I asked the oculist:

"How do you test the vision of a dog's eyes? He replied: 'I didn't test it for vision. You see it was like this—the lady had her dog out motoring. They were riding rather fast and the air was cold.

"She noticed that a little drop of moisture gathered in the dog's eye. It trickled down his cheek. The lady decided that something must be done. So she brought him to me—the glasses are to protect his eyes when he goes motoring."

"How much did she pay for those glasses? I asked.

"Eight dollars," the oculist replied."

HAD SEEN HIS FACE BEFORE

Nurse Who Was Formerly Militant Saffragette Learns Her Soldier Patient Was Former Policeman.

The day approaches when in recognition of the women's generosity in giving their men for the war the men are asked to give women hereabouts the vote, says a British correspondent. Nothing could be more timely, therefore, than to recall the story of what happened in that hospital of our British allies on the coast of Normandy. A kind nurse was bending over the pillow of a wounded man—a big corporal of the Grenadier Guards. She was a dear old lady, the nurse, one who had in her time enjoyed a full share as a militant suffragette. In fact, she had led more than one furious assault on the houses of parliament. Yet here she was lavishing the treasures of her sympathy upon the country's mere fighting men.

"It's odd," she said. "Your face, my good man, isn't a bit strange to me. I can't get rid of the idea that I've seen you many times before."

"I can't deny it, ma'am," sighed the wounded corporal, struggling with a visible embarrassment. "You have seen my face before. But can't we let bygones be bygones? It's true, I used to be a policeman. But that was before the war, ma'am."

Germany Short of Food.

The real food situation in Germany is the important puzzle of the war. The United States food administration has got hold of some figures on the standard German ration for non-combatants, which seem to indicate that the Teutons are in desperate straits. Figured in calories, the food value of this ration is only 10,000. This is not sufficient nourishment to keep a man of 140 pounds from losing weight steadily, even if he does nothing but lie on his back for 24 hours a day. If he has work to do, he will eat up his fat and then his muscular tissue, so much the faster. If the figures received by the food administration are correct and are not supplemented by other rations not mentioned, the civilian population of Germany must inevitably be weakening fast.

Strict Prohibition Law.

Under the act of congress organizing the territory of Alaska, the legislature meets every two years. It did not meet in 1916, but the legislature of 1915 passed a law providing for a popular vote on the liquor question in November, 1916. At that election the people voted by a large majority that from and after January 1, 1918, spirituous liquors should not be manufactured, sold, transported or given away anywhere within the territory. The prohibition law thus to be established by popular vote, notes an exchange, probably will be the most stringent of any.

Moto and Beam.

Gen. George W. Goethals was lunching in New York recently with a man who complained about his brother's extravagance.

"His latest extravagance is horses," said the complainant. "He bought a pair of coach horses last week for \$3,000."

"Humph!" said General Goethals. "What did you pay for your touring car?"

"Er—ten thousand dollars."

"Well," said the general, "don't criticize the team in your brother's eye till you've cast the motor out of your own."

Willing to Hear.

"Miss Willing," began the young man, as he wiped the cold perspiration from his brow, "are you fond of stories?"

"If they are new, Mr. Woodby," replied the fair maid, "I simply do not care for them."

"But the one I was going to tell you, Miss Willing, is not new," said the young man. "It is, I might say, Miss Willing—or, Clara—the old, old story, but—"

"Oh, never mind, George," she interrupted. "Even if it is a chestnut, I'm sure I never heard it. Go on, please?"

—Tit-Bits.

Community Gathering.

A community gathering was held at the home of Mr. and Mrs. E. Livingston on Friday evening.

Neighbor met neighbor in friendly greeting and with music, recitation and story pleasantly spent a few hours. A paper was read on "War and Its Relation to Women," followed by a rousing patriotic recitation. Little Miss Lillian Dunham sang "When the World Has Peace Again." A contest and various games furnished laughable sport. Light refreshments were served. On the evening of the 15th a similar neighborhood gathering which will assume a valentine nature will be held at the home of Mr. and Mrs. Thos. Howorth.

On account of the prevailing high cost of hardware, the blacksmiths of the village are advancing prices on all kinds of work, commencing Monday, February 18.

An enjoyable assembly of an informal nature was held in the lower rooms of the town hall last evening. Refreshments were served at the close.

THE HOPE OF SERBIA.

Boys Must Save Future of the Nation.

When the invasion of Serbia took place in 1915 an effort was made to bring away as many as possible of the boys, who are the hope of Serbia in the future. The practice of the Turks, when the Serbians were under their rule, had been to detach the most promising boys from their nation by taking them away to be brought up as Turks. The Serbians had good reason to believe that the Austrians would follow the same policy. The Serbian Government therefore directed the people to let boys from 8 to 14 join the retreating army. Large numbers of boys thus joined a retreat that turned out to be too hard for them. Thousands of them died on the way, or later from sickness caused by the hardships they had suffered; but 7,500 got through to a place of safety, and have survived the effects of the journey.

These boys are now the hope of the Serbian nation. Their education is being taken care of by the French and British. The French Government is taking care of 3,000 of them, and has distributed them among the various public schools of France. The British agent in this, as in all other measures for the support of the Serbian refugees, is the British Serbian Relief Fund. There are 328 boys in Great Britain, and partial support has been given to others in Switzerland.

The education carried on is various in character. The bulk of the boys are young and are at elementary and secondary schools; but some are university students, and others at commercial and agricultural schools.

There are ten Serbian masters employed in the teaching, and three Serbian Orthodox priests pay regular visits to the hostels where the boys live and give them religious instruction. The boys must be brought up to be Serbians in spite of their education in a foreign country. As a further help to that end, even when they are taught a subject in English the examination is conducted in Serbian.

Plan Japanese Railways.

Narrow-gauge railways have had their day in Japan and, as rapidly as possible, will be supplanted by the regulation width of track existing in England and the United States. It is no longer a question of talk, for Baron Goto, president of the Imperial Railway Board, has a scheme that will be introduced in the next session of the diet.

According to the Tokio Yomiuri, standardization of the Imperial Railways will be quite different from the plans originally advocated to rebuild the entire line in twenty-five years. This would involve an expenditure of \$450,000,000. The new programme will be much more expeditious but is likely to encounter opposition in the two houses of Parliament. The present gauge of three feet and six inches will be increased to the standard width of four feet eight and a half inches by adding a rail on one side, as was done by the Erie Railroad in the United States when it reduced its gauge from six feet to the standard.

Naturally this will involve the renewal of many wooden ties for which it is expected 75,000 pieces will be needed. Dr. Srma, chief of the Works Department of the Railway Board, asserts that the present rolling stock can be rapidly transformed to the new gauge by substitution of wider trucks. Only 5,953 feet of tunnels in Tonshu, the main island of Japan, and a few bridges will have to be changed. These need repair, even under the present system. The equipment at present consists of 2,035 locomotives, 4,851 passenger cars, and 29,491 freight cars which need change—in all 36,477 engines and cars.

Traction power on the widened gauge will be increased 40 per cent. In point of speed, the highest limit at present is fifty miles an hour, which under the improved roadbed and rolling stock will be increased to seventy miles an hour. For example three hours will be saved between Tokio and Kobe. The new scheme will begin in 1918. Every effort will be made to avoid interference with current traffic.

Fine Conformity.

"That penmanship teacher is very consistent in the way she arranges her face veil."

"How do you mean?"

"Don't you notice that in putting it on she always dots her eyes?"—San Francisco Chronicle.

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AUSTIN G. L. TRIBUTE,
Editor and Proprietor.

LOCAL ITEMS

Reeve Holmes is on a business trip to Ottawa.

This is Ash Wednesday, the first day of lent.

Miss Grace Rowsome, of Lyn, has returned home after spending two weeks with her uncle, Mr. Joseph Thompson.

Farmers have been plowing out a new road from Athens to Wight's Corners, the pitch holes having almost prohibited traffic.

Miss Anna Hickey has returned from a two weeks' vacation, spent at Ottawa and at Quyon, Que., where she was a guest of Mrs. Walter Douglas.

High School Board Meets.

The new High School board met Wednesday evening of last week. Routine business was transacted. Meetings will be held regularly on the second Tuesday of each month. The personnel of the board is as follows:

A. W. Johnston, chairman; W. G. Parish, Delorma Howe, appointed by the counties council.

John Hamblin, David Sheffield, (appointed by council of Rear Yonge and Escott).

W. B. Percival, W. C. Smith, (appointed by Athens village council).

T. S. Kendrick (appointed by Athens Public School Board).

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TIME TABLE

To and From Brockville

Daily except Sunday.

Departures

No. 560 for Ottawa, 5.50 a. m.

No. 568, for Ottawa, 2.30 p. m.—change at Smith's Falls.

No. 564, for Smith's Falls, 6.20 p. m.

Arrivals

No. 561, from Smith's Falls, 11.20 a. m.

No. 567, from Ottawa, 1.10 p. m., change at Smith's Falls.

No. 565, from Ottawa, 10.15 p. m.

For particulars, apply to Ticket Agents.

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Brockville City Ticket and Telegraph Office, 52 King St.

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