

UNION MAJORITY 264,216

FINAL ANALYSIS OF THE VOTE

Ottawa, March 2.—A complete and final analysis of the civil and military vote cast in the general election made by W. F. O'Conner, General Returning Officer, shows that the Union Government had a popular majority of 264,216 over the united vote of all opponents of Government candidates.

By provinces and civil and military vote combined was as follows:

Table with 3 columns: Province, Government, All other. Rows include Alberta, British Columbia, Manitoba, New Brunswick, Nova Scotia, Ontario, P. E. I., Quebec, Saskatchewan, Yukon, and Totals.

HOW CIVILIANS VOTED

Table with 4 columns: Province, Gov. Opp., Labor Ind., and Totals. Rows include Alberta, B. C., Man., N. Brus., N. Sco., Ont., P. E. I., Quebec, Sa. k., Yukon, and Totals.

Government majority over civil vote over official Opposition, 158,282.

GOVT. GOT SOLDIERS' VOTES

Table with 3 columns: Province, Government, All other, and Percent. Rows include Alberta, British Col., Manitoba, New Brunswick, N. Scotia, Ontario, P. E. I., Quebec, Saskatchewan, Yukon, and Totals.

COUNTERFEITERS WERE WATCHED AT WORK

Six Italian counterfeiters pleaded guilty to-day before Judge Martin T. Mantou, of the United States District Court, to an indictment charging them with engaging in a conspiracy to make and circulate spurious ten-dollar notes to the extent of \$1,000,000.

GERMAN NAVAL FORCE ON WAY TO FINLAND

London, Feb. 28.—Twelve hundred Finnish soldiers from Germany and a large transport loaded with German weapons and munitions arrived at Vasa, Finland, on Wednesday, according to an Exchange Telegram dispatch from Copenhagen.

FAMOUS SOLDIER DIES WHEN HE POSES FOR FILMS

New York, March 4.—News was received in New York to-day of the death by drowning near Johannesburg, South Africa, of Col. Johann W. Colenbrander, C.E., adventurer, soldier of fortune, and friend of Kitchener, Cecil Rhodes, and Lord Roberts.

scars of spear wounds received in en. counters in the African jungle.

He was born in Natal of Dutch parentage. In early life he travelled much in Zululand, the Northern Transvaal, and what is now Rhodesia, and saw active service with the Natal Guides.

In February, 1909, the old soldier was discovered sick and practically friendless in a furnished room house on the lower West Side by an Evening Post reporter.

Colonel Colenbrander's life was filled with adventures that might have inspired Rider Haggard's hero, Allan Quatermain.

After years of hard fighting in the Zulu War of 1879 he established himself as a trader and hunter in the chief town of Zululand. He had not been in this peaceful occupation long before he was ordered to command a force of 1,400 men to assist in putting down a native uprising.

In the Matabele War he, with Major Forbe's column, heard the dwindling fusillade that announced the end of Wilson and his patrol, from whom they were separated by the flooded Shangani.

Colonel Colenbrander was reputed to be familiar with every African native dialect south of the equator.

CONTROLLING COTTON IN FRANCE

Paris, Feb. 28.—A committee will have power to fix the prices for cotton and its transformation of the raw material into finished goods, also the ultimate selling price.

4,719 SLACKERS FAILED TO REPORT

Ottawa, March 5.—Apprehensions of defaulters under the Military Service Act are proceeding rapidly. Up to noon yesterday, there were 3,085 apprehensions throughout the Dominion.

TROOPS ARRIVE IN ENGLAND

Ottawa, Feb. 28.—It is announced officially through the Chief Press Censor's office, that the following troops have arrived safely in England:

BRITISH CASUALTIES DECREASE

London, March 1.—British casualties reported during the month of February show a remarkable decrease as compared with the preceding months. They totalled only 18,961, divided as follows:—Killed or died of wounds—Officers 183; men, 4,012.

Stirring Stories of the Sea by Morgan Robertson

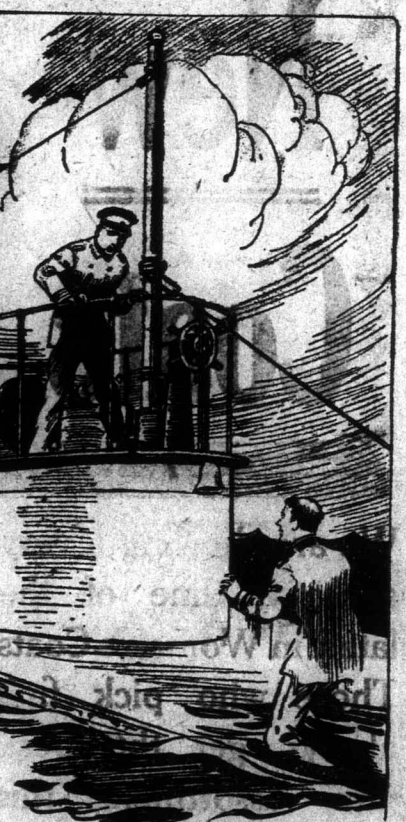
The Submarine One of Morgan Robertson's Best Yarns About the Subconscious Finnegan

BY wireless telegraphy, international code signal and dispatch boat gossip her existence was known to the allied fleets, but while yet in process of construction, through indiscreet official babbling at St. Petersburg and immediate publication of the news in the London Times.

Later on Japanese spies heard of her as far inland as Lake Baikal, coming along on a flat car of the Siberian railroad, and so reported, but at Harbin all trace of her was lost—it was not known whether she would proceed farther east to Vladivostok or whether she would turn south and take to the sea from Newchwang, Shanhai-kwan, or Port Arthur.

This would be her periscope—all that would show when she had risen to the surface for a peep around. For the rest, according to specifications, she was sixty-three feet long, cigar shaped, with five torpedoes and a tube in her nose, a gasoline engine for surface running and a reversible motor dynamo drawing power from a storage battery charged by itself for submarine work.

But, with every tank full and her engine stopped, she still possessed a reserve buoyancy which would bring her slowly to the surface. She could travel at a wash 400 miles; submerged, fifty. In this radius of action she could expend her five Whitehead torpedoes and return to port again and again for more.



A Shrewd Faced Man Yelled Incomprehensible Things at Finnegan.

jury to the morale of the crews that was the guile of action, for she was conducive to neurasthenia; officers wore an anxious, worried look, men lost their appetites and saved on their mess money and old man Finnegan of the Argyll stopped drinking. It was bad for his nerves to stop so suddenly, and as it was given him to be the first one to see that inverted washtub while out at the end of the boat boom, he promptly sang out the news to the bridge and then fell overboard.

ordered a boat cleared away for the one and the secondary battery for the other, while all hands rushed on deck and the captain and other officers joined him on the bridge.

But Finnegan heeded no boat; he slid up spry-wily on the turtle back of the conning submarine. And the latter needed no immediate attention from the battery, for a circular hatch flew up from the top of the conning tower, and a keen eyed, shrewd faced man popped his head out, yelled incomprehensible things in a strange tongue at Finnegan, finished with a profane request in good English to come amidships and trim the boat, which Finnegan obeyed, and steered the curious craft up under the boat boom, where he slowed down, by which time the cutter lowered, for Finnegan was in the water.

"On board the submarine!" shouted Mr. Felton through a megaphone. "What's your name and nationality?" "Thunder and blazes!" answered the man in the conning tower. "Are you English? I thought you were Russian. Well, darn my fool soul!"



Others Heard His Yell: "Leggo me legs! Lemme out!"

ship Argyll. Come aboard and give an account of yourself. Step into that cutter."

"Wait," interrupted the Argyll's captain. "Before you leave empty your ballast tanks. You are too low in the water—too elusive."

"Empty now, captain," answered the skipper of the lesser craft. "We've got the equivalent down aft in the bilges. The tailshaft was badly packed and the engine room's nearly full of water. We've stopped the leak. Oh, I'm a fool. Suppose I make fast to your boat boom first. There'll be no strain on it. I'm steering with the diving rudder hard down to trim her against that weight of water and must keep her turning over or she'll sit on her tail."

"Do so," answered Mr. Felton. "Finnegan, take that man's place at the wheel and steer after the boat boom."

"Steer small," said the captain to Finnegan as he climbed out of the hatch and stood knee deep on the conning deck. "It's an air engine steering gear. Don't touch anything but the wheel."

that my engineer and my quartermaster, who attends to the diving gear, took a chance that I would not. If they die I am merely a prisoner. If they live I am disgraced."

"Disgraced? You, an Englishman, serving Russia, talk of disgrace?" "An American, captain, who never saw England," answered the man, with dignity; "an officer of twenty years' service in the Imperial navy; Lieutenant Bronsonsky, in command of the Russian torpedo boat Volga—plain Jim Bronson back in Indiana."

"None of my men understands English. Some one gave full speed to the motor under which we were running. The diving rudder was inclined. It balanced her at half speed, but at full speed made her dive. If they succeeded in closing that hatch in time they may save their lives, but not the boat."

"Is the hatch easily closed?" "A strong spring keeps it up and also down when pulled past a dead center. A man must reach up for it against the downpour of water. I doubt that it could be done."

"The captain smiled and bowed. 'Yes; known to the world, for we have been at pains to advertise it. It is demoralizing to an enemy to have him feel that at any moment a submarine may creep up unseen and torpedo him. We are now, thanks to your mistake, freed from this strain upon our nerves. How did you make such a mistake?'"

"You need not fear," answered Bronson serenely. "She is helpless, and when the tide has drifted her to 300 feet depth she will be crushed in by the pressure."

"Did you inform your men that you were captured?" "No," said Bronson, knitting his brows. "I only told my man in English to steer small and to touch nothing but the wheel."

"Were you running under the motor?" "Yes," answered Bronson. "It was the only precaution that I took."

"You think he started the motor?" asked the captain. "But why? Was he intoxicated?" "There's the rub," answered the officer doubtfully. "He was sober as the chaplain. Now, if he were drunk I would swear that trouble was coming from the Provisioner; as you call him. But he was sober—bravely sober."

"Yes, I know," said the captain. "But what trouble threatens us more than did that submarine, now on the bottom? We have command of these seas."

BOTHA STANDS BY EMPIRE

PREMIER DEFENDS GEN. SMUTS

Capetown, South Africa, March 1.—The Union of South Africa Assembly has adopted Gen. Botha's motion to grant Gen. Smuts leave of absence by a vote of 78 to 22. The minority consisted of Nationalists.

Premier Botha defended General Smuts against criticisms for acquiescing in decisions on minor war questions affecting South Africa. The Premier emphatically declared that South Africa, as an integral part of the British Empire, had to do things which ordinarily might not be dreamt of.

He intended to stand by the Empire, because he realized that South Africa's future depended upon it.

WORK OF STEAMER

Calvin Austin

Stmr. Calvin Austin, the first United States Shipping Board training ship for the merchant marine, on Monday began transferring her first graduates to American cargo ships. She has 410 apprentices enrolled, American youths, 21 to 30 years old. About 75 are ready to go into the merchant marine service. Those transferred yesterday went onto cargo ships as ordinary seamen, deck boys, messmen, and coal passers. The ship is also training apprentices for cooks, stewards, oilers, and water tenders. The other training ship is already in operation at Boston. A third is being made ready. Later there will be others at other Atlantic, Gulf or Pacific ports.—Globe, Feb. 28.

PNEUMONIA PLAGUE IN CHINA SPREADS

Peking, Saturday, Feb. 23.—Plague of the pneumonia type, which has been prevalent in Shansi province, Northern China, since the beginning of the year, has spread southeastward to the province of Anhwei. Eight deaths from the disease are reported to have occurred at Fengyang, 100 miles northwest of Nanking. The infection is said to have been taken into Fengyang by a soldier from Kalgan, a town in Chili province, 110 miles northwest of Peking.

OVER 700 PERSONS LOST THEIR LIVES

Shanghai, Mar. 5.—At least 730 lives were lost in the disaster at the Hongkong Jockey Club's track at Happy Valley last week, when a stand occupied by Chinese collapsed and then caught fire. Many charred bodies have been removed from the ruins.

LIQUIDATION A SCANDAL

Vancouver, B. C., Feb. 23.—The stormiest meeting ever held by the Dominion Trust creditors was concluded yesterday with two resolutions directed to the court, virtually the same, declaring the costs of the liquidation are a scandal, and asking that the estate is being used for profligate by accountants and lawyers.

The meeting was called by order of Mr. Justice Murphy, to consider the proposal by Andrew Stewart, the liquidator, to devote part time to the affairs of the Dominion Trust.

RATHOM NOT MUZZLED

Providence, R. I., March 2.—John Rathom, editor of the Journal, declares that the discontinuance of his series of German spy disclosures in the World's Work was decided on from motives of patriotism and a desire to perform the largest possible service during the present war. He characterizes as "absolutely false" the report that there was any committee investigation, and says "the only persons concerned in the decision to cease publication of my articles were the editors of the World's Work and myself. There never was, and is not now, any inhibition, Governmental or otherwise, upon the publication of these articles."

UNHAPPY TIME FOR SLACKERS

Washington, Feb. 27.—France and Italy have accepted in substance the proposed treaty with the United States respecting military service of nationals similar to that signed with Great Britain and Canada, Secretary of State Lansing sent word to Chairman Flood, of the House Foreign Committee, that he had received that assurance in cablegrams from the American ambassadors at Paris and Rome.

(CONCLUDED NEXT WEEK)

Misner's Liment Relieves Neuralgia.