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The News.

ST. JOHN, N. B., FEB. 18, 1910.

COMMON NEEDS

The comprehensive nature of the present evangelistic movement in this city reflects some credit upon the day in which we live. It is difficult to believe that thirty churches could have worked together cordially thirty years ago. At any rate they did not. The movement is the first of its kind hereabouts.

Moreover, whatever it may accomplish, it will have demonstrated to the churches concerned, and to the community at large that institutional divisions do not necessarily express real differences. The churches are discovering the necessity and the possibility of cordial cooperation in the performance of common tasks.

But the present movement is more remarkable for that which it forecasts than for that which it actually accomplishes. The ambitious and the declared purpose of the leaders of the movement is to stir the entire community quite irrespective of race or creed. They are convinced that the message they preach is gospel for every man.

There are two possible reasons for the belief in the catholicity of Christianity. The one is thoroughly monarchical, autocratic, and old-world. It is an inflexible catholicity. The message is preached to all men because they need it, or desire it, or are helped by it, but because it is designed by a great being who devises everything according to his inscrutable wisdom. There is, however, another way of arriving at a belief in the universal element in Christianity. It means man's need, serves his purpose, fills his life and makes real his dreams.

Our inherited systems of thought and life will never permit us to live at peace with one another so long as we resolve them as antagonistic. We are when we are prepared to build out systems of thought and owe institutions of service in the length of man's possibilities and man's need. Then we cooperate with the best of good and genuine catholicity.

No one can doubt that the co-operation of the churches in the present movement of evangelistic conditions, the recognition of the authority of human need and the truth of that which meets the need. But in that respect there is the promise of a larger cooperation.

For the foes we have to fight are common foes. The values of life are common values. The comforts of life are common comforts. The needs of men are common needs. Humanity is one.

That message which will be gospel to any of us, must, perhaps, be gospel for all of us. The vitality of sectarianism lies in each man's confidence in his own conception of duty. He contacts with the fact is not real enough to modify his theory. But when men begin to test their theories by the needs of humanity they find the instrument of catholicity.

This modern upheaval of thought may after all lead us into a new and altogether satisfactory simplicity. There must be some reason why thirty churches can work together in the year 1910, and why some churches could not and would not work together in 1880. Some force is making for unity. The differences are disappearing. Old authorities are being gotten. Old authorities are being gotten. And in the new day men are learning to work together.

THE VALLEY RAILWAY

The President of the St. John Valley Railway Company brings from Ottawa the assurance that if the provincial government will carry out Mr. Hazen's promise and guarantee the Company's bonds to the extent of \$25,000 per mile, the work of constructing the road will begin in the very near future, probably within the year. He is confident that with this guarantee and the Dominion subsidies already granted a road of the required standard can be built. In the circumstances, the people of the province will look for prompt and favorable action at Fredericton. In the public interest and as a matter of political honor the provincial government has an obligation to see that to implement the Premier's assurances, upon which the Company has been acting, with immediate legislation.

The situation, in brief, is this: Last year Mr. Hazen in response to a request for provincial aid for this important enterprise, offered to guarantee the company's bonds to the amount of \$25,000 per mile, provided the Dominion government would take over and operate the road in connection with the Intercolonial, paying in rental 40 per cent of the gross receipts. Mr. Laurier, speaking for the Dominion government, has agreed to this proposition, with the condition that the road must come up to the requirements laid down for the Grand Trunk Pacific, with which the Valley Railway will connect at Grand Falls. The province is prepared to construct the railway under these conditions.

Obviously the burden of prompt action lies upon the provincial government. It is no excuse to argue that the construction of the road is impossible for the Company to meet with the amount of financial aid proposed. That is the province's responsibility. The province has to make up the difference between the requirements laid down for the Grand Trunk Pacific, with which the Valley Railway will connect at Grand Falls. The province is prepared to construct the railway under these conditions.

SOCIAL EXPERIMENTS IN NEW ZEALAND

The Dominion of New Zealand was never in a more advanced condition than it is now, and never gave more solid ground for certain hope in her future which her people cherish. It is a revelation to a country of over eight million population struggling and falling with one government railway to read of the progress of their State-governed institutions. Government railways, telegraphs, telephones, coal mines, life insurance, accident insurance, fire insurance, public trusteeship, old age pensions, state pensions for all government employees, etc., have all been successfully introduced. The virtues not only from the financial point of view, but from their effect on the comfort and happiness of the people.

In the current number of the North American Review, both the Premier and Chief Justice of that country discuss her social experiments. So the man who wishes to know the facts can turn away from the clamor of assertions and counter-assertions that are made regarding her condition and take the statements bearing the signs of those who are responsible for their statements. The story is remarkable. From the standpoint of social reform it is one of the most interesting, as well as one of the most advanced countries in the world.

It was the first to try the daring experiment of a two cent postage all over the world, yet the post office handed over \$35,770 last year to the Treasury and during the last year yielded nearly four millions in profits. The total population is only a million. As soon as the railways and other state-owned properties begin to pay, above a certain interest on their construction, instead of such gains being handed over to private persons as dividends, the general public benefits by greatly reduced fares and freights. Thus the railway journey of 250 miles, which in 1900 cost six dollars, in 1908 cost only \$3.50. A bale of wool was carried one hundred miles for \$1.75, but in 1908 for \$1.25, and there are special concessions as to the transport of artificial manures, etc., for farmers.

They are a pastoral people and the government have been very successful in promoting small settlements, and have discouraged the holding of large blocks through the imposition of the graduated tax. They have a large amount of public and private wealth, but no millionaires, and they hope never to produce them. The people are fond of amusements and sports, and have proved their ability to play football and cricket. They have made a name for themselves as the main rivers have been stocked with trout, and deer have been acclimatized, there is no country where sport is more popular. The people are mainly of British origin, and have come of good stock. In no country in the world are general conditions so favorable

MACHINERY AND MAN

In a recent article contributed to the New York Independent, Mr. Edison predicts: In two hundred years, by the cheapening of commodities, the ordinary man will live as well as a man does now with \$20,000 annual income. Automatic machinery and scientific agriculture will bring about this result.

Mr. Edison, with the glad optimism of one who has played successfully with the secrets of nature, foresees a time when social evolution will advance hand in hand with the perfection of machinery. Then, all unutilized labor, all monotonous, dull labor, all labor that deals with dreary things and involves unpleasant conditions, will be displaced by machinery. It will displace the toilers in cities, the streets, carry messages, take the place of stokers on steamships, and do everything that is tedious, distressing, or dangerous. There can be no doubt, however, that the future of machinery, remarks the Montreal Witness in approving comment. Just as crops grow while the farmer is sleeping, or as dividends accumulate while the shareholder is enjoying his vacation, so the machinery of humanity will be busy with useful or engaging in intellectual pursuits, with opportunities to better their lot, to do those kinds of work that are the chief objects of human life, in his conception of a perfect republic, included human slavery. Unless necessary to do the ugly, horrible, uninteresting work, culture and contemplation become almost impossible. But now the corner of the curtain is being drawn, and the machinery will be in a coming age when mankind will be the slave in a perfected civilization.

MR. BORDEN'S EMERGENCY

It does not yet appear definitely why Mr. Borden's demand that the people should be consulted before Canada enters upon the construction of a navy which is to cost some four or five millions a year, yet is willing to vote a direct contribution of \$25,000,000 to the cost of the navy, is so important. It is either the question of emergency, for even Mr. Borden cannot believe that Britain's danger is so imminent that a fleet of a few hundred vessels is necessary for a fleet which would spell ruin, also he and his colleagues would not deliberately spend a million dollars to get the subject into parliament. There must be another reason not yet revealed for this extraordinary proposal. Possibly it has something to do with the fact that the country is awaiting further information on this point, accumulating facts, unfortunately for Mr. Borden, are destroying the leading article in the London Economist, analyzing the recently issued voluminous Foreign Office report on the finances of the German empire, and pointing out the light of the figures of German taxation and revenue, that the idea of that country entering upon a deliberate struggle with Great Britain is becoming less and less tenable. The only possible danger of an Anglo-German conflict which the Economist can see is the one that may arise in the case of a naval race, the constant prediction of an "inevitable conflict" cannot but maintain and aggravate.

Taxation in Germany has been increased, year by year, until it is becoming an insupportable burden to the German people, and the resultant reaction is always the same, a heavy and oppressive taxation, is falling short of the estimates. Every year the deficiency has to be made up by loans, which add to the huge national debt. The country in this position, says the Economist, "cannot deliberately set out on a long European war." But if Germany were to think seriously of such a desperate course, how does her naval strength compare with Great Britain? Mr. Macnamara, the First Lord of the Admiralty, said in a recent speech at Hastings, as reported in the London Times:

"In Dreadnoughts, we have at present seven, as against Germany's two, and in addition, three more were rapidly approaching completion. In April, 1912, the so-called point of danger, we should have twenty Dreadnoughts to Germany's thirteen."

"At the same time we should have forty pre-Dreadnought battleships under twenty years of age, with an aggregate displacement of 585,000 tons, mounting 666 guns, from 6-inch to 12-inch, including 152 12-inch guns. At the same time Germany would have twenty pre-Dreadnoughts under twenty years of age, with an aggregate displacement of 543,000 tons, mounting 584 guns, from 5-inch to 11-inch."

In the matter of cruisers, and leaving out the submarines, which I have counted up, the Dreadnoughts, we should have in April, 1912, thirty-five cruisers of an aggregate displacement of 207,000 tons, and 112 guns of 5.5-inch to 3.4-inch.

"Of the big enough to take Dreadnoughts, we have today twelve in home waters against Germany's six."

To this is to be added the statement of the British Navy, that the total annual for 1909-10, of the personnel of the British Navy, which totals 128,000 men of all ranks. This does not include the reserves. The Annual gives us as one of the main reasons for the same that Germany would have twenty pre-Dreadnoughts under twenty years of age, with an aggregate displacement of 543,000 tons, mounting 584 guns, from 5-inch to 11-inch.

Statistics like these are rather difficult to absorb into the Borden theory that England, decadent and impoverished, is appealing to her sons for charity.

THE NEED FOR GOOD FARMING

Ontario's deputy minister of agriculture, a trained expert in the business of farming, has been making a study of the present high cost of living and the high cost of food. The fact that that city wasted more food than would feed a city in Denmark, Germany or France. Then he said that the consumers of the city of Ontario had increased by hundreds of thousands while the rural producers had actually decreased.

Here are two facts that probably cannot be gainsaid. At the present time, a hood of light upon advanced food products, cold storage, that simply preserves food from one period of the year to another, is not an explanation, the doctor says. The present high cost of food, he says, is due to the fact that the cost of producing food has increased. The present high cost of food, he says, is due to the fact that the cost of producing food has increased.

What is to be done? Encourage agriculture. "Room the Farm." Get back to the land. These are the answers of

FOREST SURVEYS

The Canadian Forestry Association has issued an interesting bulletin on the progress of the survey of Nova Scotia forest lands inaugurated by the government of that province last summer under the direction of Dr. E. B. Fernow of the University of Michigan. The survey, which has already covered the south-western portion of the province from Hants county westward, was rough and unscientific, but it has revealed the presence of trained foresters, along with the Chief Fire Warden of the province, were employed on the survey, and under their supervision a certain number of the plan of operations in the district and allowed considerable liberty in his choice of the method of carrying out the survey. The information secured from well-informed persons was utilized as far as possible and advisable, with a view of saving time and expense.

The cost of the survey is a point of considerable note, as it averaged about 10 cents per acre. The total area of the country covered was about 8500 square miles.

The future of the forest is the point of greatest interest to foresters, and of greatest interest to the public. The subject has been discussed in some interesting observations to make. He says: "Although the data on reproduction and rate of growth are not yet collected, the subject is being kept up and apparently will be further perfected this can be done reasonably well there is no difficulty in carrying out a survey of the most of the cut-over areas, if not to severely culled."

In the pure hemlock-spruce stands all that is necessary to remove is to have the young growth of spruce, already established on the ground, take its place.

It takes, however, to correct the impression as to the growth of spruce. While the white spruce, growing in comparatively open situations, may, he says, make a gain in sixty years, the black spruce, which is mostly in the spruce, grows more slowly and will probably not average a saving in less than a hundred years.

It is found that, to a large extent, the different species of trees are localized. The white pine is found, for example, in Shelburne and Queen's counties, the balsam poplar in Annapolis, and the spruce in Digby counties.

Nova Scotia is to be heartily congratulated, says the report, on taking the first step in the direction of a businesslike system of administering and caring for the forests. The information gathered in the survey, and the extent, just where these areas are located, their extent, the quantity of timber and species of trees to be found on them, their quality, and other things, are of the greatest importance. In the present survey, the information gathered in the survey, and the extent, just where these areas are located, their extent, the quantity of timber and species of trees to be found on them, their quality, and other things, are of the greatest importance.

AUSTRIA'S TIN POT NAVY

In view of the prevalent misrepresentation of Austria's naval policy for the purpose of bolstering up the Canadian opposition's alternative to Sir Wilfrid Laurier's plan, it may be interesting to take note of what Austria actually does in this regard. A review of the program of the recently prorogued session of the Commonwealth parliament, the Sydney correspondent of the London Morning Post writes:

"The admiralty is preparing for the construction of a tin pot navy, which will be maintained in these seas in place of the out-of-date squadron to which we contribute £200,000 a year. The construction of the large armoured cruisers, destroyers, and submarines are added to a capital outlay for upkeep and sinking fund of £785,000. The admiralty will for a time contribute £250,000 a year, or £50,000 more than we have been paying them for the maintenance of their navy force."

Thus it will be seen, remarks the Manitoba Free Press, that Australia is to spend upon the work of beginning the creation of an Australian navy, about the same amount of money that Canada is to devote to the work of beginning the creation of a Canadian navy, and that the composition of the Australian fleet will be on the lines laid down by the British admiralty and does not include a Dreadnought. This is important, in view of some of the Conservative declamations in our parliament that among the first vessels to be provided for the beginning of the Canadian navy should be a Dreadnought, to be the flag-ship—a suggestion that would appear to necessitate logically the construction of two Dreadnoughts, as an Atlantic section of the Canadian navy. This particular suggestion, however, as well as all the other varied suggestions that are made by the different groups of the Conservative party in Ottawa has been superseded by the policy which Mr. Borden has announced as a compromise between the various naval groups of which the party is divided. A policy of which the British government £300,000 from the Dominion treasury to build two Dreadnoughts for use against Germany in the North Sea, and of doing nothing in the way of building a navy until a plan is submitted to the people and approved by them.

As all the world knows, the Dreadnought tendered by Australia to the Admiralty in favor of the policy of the creation of an Australian navy on the same lines as those laid down in the Canadian navy policy. Our Canadian Dreadnoughts have an island continent remote from Great Britain, with its own special problem of naval defense. It is well wrong for the Admiralty to have argued in Winnipeg came out particularly strong on that line. In its leading article on August 21st it said: "What service is this Canadian navy to render? If Canada were open to attack by a maritime power, as Austria is open to attack, then the need of a local navy would be at once apparent. But such a navy would be a power that there is no European power that could attack us."

In the same article the Winnipeg Conservative organ made the preposterous assertion that the creation of a Canadian navy would be an irritating influence without securing one compensating benefit. It is a gratuitous irritation not only to our friends on the other side of the line but to the thousands of excellent Americans who have taken up their homes in Canada.

The Australian naval policy, then, being all right, according to the Conservative organ in Winnipeg, but the Canadian navy policy, which is based on this fact, that the vessels with which Australia is to provide herself with are to be the same as those with which Canada is to provide herself, has been raised by the Australian organ in the Australian parliament, has decided. And, still stranger, the politicians in this country who cry "tin pot" claim to be the possessors of the only "super-toy" in the world. It is a notable fact that there is practically no opposition to the scheme on its merits. It seems generally taken for granted that the Canadian navy will be a good investment as long as the country can afford it.

Yet the whole argument for the canal is based on the assumption that it will reduce the freight rates on western products, chiefly wheat, and it is a fact easily demonstrated that the difference between the cost of the canal and of a first class railway would be vastly more than the hoped-for saving in rates—that the interest on this difference would be sufficient to pay the cost of the canal, at present rates, of almost double the whole wheat export of the West for many years to come.

It is generally conceded that the canal would cost in the vicinity of \$200,000,000. The distance from Montreal to Georgian Bay is, roughly, 400 miles. An outside estimate on the cost of the canal, at present rates, would be \$1,000,000,000. This amount should provide for double tracking. So that the cost of extending the Intercolonial to Georgian Bay would be about \$2,000,000,000—\$1,000,000,000 in excess of the cost of the canal.

That leaves a saving of \$175,000,000 by the construction of the railway as compared with the canal. The interest on this sum, at 4 per cent, would be \$7,000,000. The present freight rate on grain from Georgian Bay to Montreal is about 5 cents per bushel. So that the interest on the saving to be made by building a railway, instead of a canal would pay the freight on 147,000

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A FRIENDLY GROCER

Dropped a Valuable Hint About Coffee

"For about eight years," writes a Michigan woman, "I suffered from nervousness—part of the time down in bed with nervous prostration and sleeplessness. I would get numb and it would be almost impossible for me to speak for a spell. At other times I would have severe bilious attacks, and my heart would flutter painfully when I would walk fast or sweep."

"I have taken enough medicine to start a small drug store, without any benefit. One evening our grocer was asking Husband how I was and urged that I quit coffee and use Postum, so he brought home a pkg. and I made it according to directions and we were both delighted with it."

"So we quit coffee altogether and used only Postum. I began to get better in a month's time and took like another person. The color came back to my cheeks, my appetite was good and I commenced to take on flesh and become interested in everything about the house."

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INTERESTING BUDGET FROM THIRTING TOWN OF SUSSEX

SUSSEX, February 15.—Following the programme for the Annual District Meeting of the Sunday School Association of the Parishes of Sussex and Waterford which will be held on Wednesday next in the Methodist Church, Devotional Exercises led by Mr. Hiram Folkins.

Appointment of Nominating Committee.

Remarks by President J. W. Foster. Report of Nominating Committee. Election of Officers.

Report of Sunday School Superintendents and Delegates.

Music.

15 minute talk by the following pastors: Rev. Mr. Gannon, "Why this Meeting?" Rev. Mr. Clarke, "The Opportunities of the Bible School." Rev. Mr. Saunders, "Some Elements of a Successful Sunday School." Rev. Mr. Baird, "Grading and System in Sunday School Work." Rev. Mr. Allen, "The Bible in the hands of the Teacher."

Benediction.

Bornier was the favourite Chatham player. He tried his best to play a clean game.

Annual District Meeting of Sunday School Association—Valley Lodge—Entered at a Skating Party—Hockey Challenge

Mr. H. B. Parlee will be one of the exhibitors at the Fredericton Seed Fair next week.

Mr. J. Frank Roach and Mr. J. W. Patterson will be delegates from the Sussex and St. John's Agricultural Society to the New Brunswick Farmers' and Dairyman's convention next week.

Misses Damic, Warren, Florence and Elsie Wallace, Bessie Bonnell, Jean Connolly, Grace Cripps, Anna Gambin, Julia and Marion Morrison, and Ina McFarlane, members of the Sussex Freewoman's Bible Class, were entertained at a skating party in the rink by their class leader.

L. G. Dalgle, dairy superintendent, is inspecting herds in this vicinity this week.

The All-St. John hockey team having made the statement that the Sussex team wishes to equal the following challenge, the Sussex players consider the Sussex players of such an inferior grade that they have broken up their negotiations for a match in case their high standard of the Sussex hockey team challenge games, one to be played on Sussex ice, one in the Queen's rink, St. John, and one on any other neutral ice to be agreed upon.

GPO O. MAGS, Manager. Sussex, N.B., February 15, 1910.

URGENT PEARY'S RIGHT TO HIGH MARINE RANK

Many Protests Against Hanging Up of Bill Making Him a Rear Admiral

WASHINGTON, Feb. 15.—Public men and educators outside of Washington were protesting today against the action of the sub-committee of the house committee in rejecting the proposal to honor Civil Engineer Peary by retiring him from the navy with the rank and highest retired pay of a rear admiral.

Some of the men interviewed believe, as do the members of the sub-committee, that a majority of the senators carry the sentiment that Peary should get something more from the country than a vote of thanks or a gold medal, and that the present is not the time for any display of the proverbial jealousy between the line and the staff of the navy.

Senator Lodge said today that in spite of the action of Friday he thought the bill would pass congress just as it had already passed the senate.

"I believe," he said, "as the administration does, that the discoverer of the north pole should be retired with the rank and pay of a rear admiral, and I believe that the action of the sub-committee is a recommendation of Secretary Meyer, who wrote to the naval committee his belief that Peary should be kept in his own corps, but retired with the rank of rear admiral. Secretary Meyer's suggestion was rejected, along with the bill."

Among others who expressed themselves as being in favor of the elevation of Peary are Clegg, Warner, of Michigan, Gov. Kitchin of North Carolina, Thomas Fall, president of St. John's at Annapolis, and Prof. Henry F. Gannett of the National Geographical Society.

Gov. Draper of Massachusetts said he did not care to enter into the discussion. Mayor Howard of Salem, Mass., said he was not familiar enough with the nature of the proposed promotion to discuss it. Mayor Lathrop of Springfield thought Peary should receive congressional recognition, but not the rank of rear admiral. Mayor White of Lawrence said: "I do not think Peary is any more entitled to the rank and pension of a rear admiral than I am to a pension for being mayor and performing my duty faithfully."

From the middle West the action of the sub-committee was upheld by Mayor Haynes of Minneapolis, and Dr. Northrup, president of the University of Minnesota.

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MANY WIVES GOVERN

Obtaining Power German Women the Front

It may be some time ago before men disappear McKenna, the admiral, admits stolen, but the disappearance. That a well-known man spy, who services to the Russian Government, was appearance of that she was in weeks prior to supposed that she engineered the vanishing Dera.

Whatever truth there is in it, it is a usually very successful spy tricker and a known detective, there is a clever woman. The bargain is five times over from many successful service work in the tribute is a beautiful an teacher of languages, about 25 years, rested at Kiel, tion of being a said to have a fair deliberation of an explosive deposal of influential German Dietrich, flatly in the hands of a woman spy is a extremely valuable information, elements of various revolting on at home. One of these is Mrs. Jouch described as a

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"For about eight years," writes a Michigan woman, "I suffered from nervousness—part of the time down in bed with nervous prostration and sleeplessness. I would get numb and it would be almost impossible for me to speak for a spell. At other times I would have severe bilious attacks, and my heart would flutter painfully when I would walk fast or sweep."

"I have taken enough medicine to start a small drug store, without any benefit. One evening our grocer was asking Husband how I was and urged that I quit coffee and use Postum, so he brought home a pkg. and I made it according to directions and we were both delighted with it."

"So we quit coffee altogether and used only Postum. I began to get better in a month's time and took like another person. The color came back to my cheeks, my appetite was good and I commenced to take on flesh and become interested in everything about the house."

"Finally I was able to do all my own work without the least sign of my old trouble. I am so thankful for the little book, 'The Road to Wellville,' it has done me so much good. I haven't taken any medicine of any kind for six months and don't need any."

"A friend of ours who did not like Postum as she made it, liked mine, and when she learned to boil it long enough, her's was as good as mine. It's easy if you follow directions. Read the little book, 'The Road to Wellville,' in pks. 'There's a Reason.'"

WATERBURY, Conn., Feb. 16.—Lawrence H. Powell, a prominent member of the Board of Public Works, died at his home here last night. He was 72 years old and

THE PEACE OF WINTER

Not to the riot of the hoiday Spring, Merry with life, her inmost confidence: Nor to the lowering mists of Summer, Hot-blooded through their march of golden moods. And palpitating, passioned dusks. Not then, the wistful Autumn, crepuscules And in those sorrowful gray harmonies Of Winter woods deserted, when the winds Whisper weak grieving colloquies between. The children to the foothill, and the naked beeches. There as the ghostly Pass in their gradual ring of change, her lips Slow smiling, whisper to the loneliness And from the little body, "The Road to Hellville," in pks. "There's a Reason."

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MANY WIVES GOVERN

Obtaining Power German Women the Front

It may be some time ago before men disappear McKenna, the admiral, admits stolen, but the disappearance. That a well-known man spy, who services to the Russian Government, was appearance of that she was in weeks prior to supposed that she engineered the vanishing Dera.

Whatever truth there is in it, it is a usually very successful spy tricker and a known detective, there is a clever woman. The bargain is five times over from many successful service work in the tribute is a beautiful an teacher of languages, about 25 years, rested at Kiel, tion of being a said to have a fair deliberation of an explosive deposal of influential German Dietrich, flatly in the hands of a woman spy is a extremely valuable information, elements of various revolting on at home. One of these is Mrs. Jouch described as a

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