

This Will be Banner Week at THE NICKEL

"THE ROSE AND THE THORN"
When the flirt is through with folly, thorns and unhappiness strew her path. Two-part Vitagraph social drama.

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Wednesday—**THE GERMAN TRIUMPHANT MARCH INTO BRUSSELS AFTER THE GREAT SIEGE**, and
A Vitagraph Masterpiece in 3 reels—**SHADOWS OF THE PAST**
With the same cast that played "A Million Bid."

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Russian Problem How to Keep Open Ports

The story of the desperate efforts made by Russia to keep open the route to Archangel is told in a letter just received by a member of the crew of the Lucia, which left Liverpool for Russia early last November with munitions of war consisting of aeroplanes, torpedoes, armoured cars, motor-cars and cycles and a large quantity of lead and copper.

"We arrived," he writes, "at the mouth of the river, which is 25 miles from Archangel, on November 20, and found the river full of ice. It took us ten days to get to our discharging berth.

"A large ice-breaker which the Government bought from the Canadian Government was employed, but at that time she had so much to do that if a ship was unable to follow her when she cut at channel you had to wait till she came down the river again, sometimes three or four days.

"The facilities for discharging were very poor, especially heavy weights. We were discharged by soldiers, and it took over three weeks to complete, after which we had to wait a week for the ice-breaker to take us to a loading berth. We loaded a cargo of timber for Hull, but while we were loading the ice-breaker lost one of her propellers, and developing structural trouble had to go to Britain for repairs; consequently, we were frozen up here for the winter.

"We have been ready for sea since the latter end of January, but do not expect to get away before May 1 at the earliest. The ice is 4 feet thick where we are lying, but in the channel where it has been frequently broken it is 9 to 12 feet thick. We have cut a channel 4 feet wide all round the ship to relieve the pressure, and it takes the crew all their time to keep this clear, as the ice forms sometimes a foot thick in a week.

"The Government had a scheme of cutting a channel to get the ships out and engaged 5,000 soldiers blasting with dynamite, but after a week the

Agreement Between Italy and Austria

Rome, April 26—(Via Paris, April 27.)—What purports to be the stipulations, upon which an agreement between Italy and Austria was originally proposed, are printed by the Avanti, the organ of the Intransigent Socialists, favoring neutrality, which asserts it obtained them in an interview with an unnamed former minister, who said he participated in the original negotiations with Prince Von Duelow, the German ambassador.

The following are said to have been substantially the provisions of the agreement suggested:—
Recognition of the reciprocal interests of Austria and Italy to preserve the alliance, rectification of the frontier to give Italy more military security and greater confidence in the friendly feelings of Austria; settlement of the Adriatic question including Albania in such a way as to satisfy Italy and eliminating sources of discord with Austria; greater racial and cultural protection for Italians remaining under Austrian rule, as Prince Von Duelow expressed the personal opinion that Austria could be induced to cede Italy the territory inhabited chiefly by Italians.

293 Specimens of Fish

There are 293 species of Bermuda fish, but of course all are not edible and many are too insignificant in size to excite the angler. But there are quite enough large ones to make exciting sport for the most fastidious fisherman. For fishing in shallow water the native uses a dinky, but when he goes to the reef he travels in a whaleboat or motorboat. In almost every Bermuda bay one finds ponds that are stocked with fishes that are being fattened for the market like Thanksgiving turkeys.

—Exchange.

task was given up as hopeless.

"It is very cold here, the temperature at times being as low as 40 degrees below zero."

British Govt. Protest

London, April 21.—That the British government had protested against some of the facilities afforded the German auxiliary cruiser Prinz Eitel Friedrich at Newport News was disclosed in a reply in the House of Commons made by Sir Edward Grey, the British foreign minister, to a question asked by Commander Carlyon Bellairs, who recently was returned to parliament at a by-election.

Commander Bellairs asked whether the permission to repair the cruiser "included the use of the port for clearing her hull, thereby increasing her speed and chances of escape from the British cruisers."

Sir Edward Grey said that before her internment the Eitel Friedrich had "had her bottom cleaned with a non-fouling composition while in drydock in Newport News, thus considerably increasing her speed."

"His Majesty's government," Sir Edward continued, "protested on the ground that an increase in her speed or radius of action as the case might be, was an increase of her fighting force, such as Article 17 of the Hague convention forbids. The United States government did not agree, contending that any damage sustained by the action of the sea and not inflicted by an enemy may be made good. They also called attention to the provision that the local authorities of neutral powers shall decide what repairs are necessary."

The Hour Will Strike

All victories which have recently taken place, apart from the English victory of Neuve Chapelle, are far from satisfying the friends of the allies, who are always in expectation of a great stroke. The absence of this, however, does not make them lose patience. The great moves are not to be executed until the proper hour. The magnificent effort which determined the victory of the Marne had been long desired. We hope we shall lose nothing by waiting. General Joffre has already proved that he is not the man to miss his chances.—La Presse.

When Will the War End

Washington, April 30.—The Administration has information from responsible business sources which warrants the belief that the war will end within three months. This information comes, first, from certain American contractors of Allied nations who have been supplying arms and ammunitions. These contractors state that their contracts are not being renewed and from this fact deduce a speedy conclusion of the war. This information comes, second, from one of the biggest American corporations doing an international business, whose officials also confidentially expect an end of hostilities within ninety days.

This corporation has had difficulty in getting some of its raw materials from Austria, but recent developments have caused it to feel that the early cessation of hostilities will place it in a secure position again.

While it cannot be said that these facts were the basis for President Wilson's remarks—his speech last week about the climax, which he declared to be near at hand—nevertheless they show the trend of well-informed Washington opinion.

Corruption

Honest electors are a preponderating majority in Canada but the vice of indifference is deplorably prevalent. While so many neglect their public duties until persuaded by canvassers, informed as to where they may vote, stimulated to activity by brass bands, processions, mass meetings, and election manifestoes, and carried to the polls in automobiles, power will drift to the men who provide the money for all these services. When the public fully realize that their franchise or citizenship is not a privilege they may relinquish or a right they may sell, but a duty they must honestly discharge, the corrupt element will shrink into its natural insignificance.—Toronto Globe.

To Take Over Mexican Oil Output

The general use of crude oil as a fuel for British merchant steamships is forecasted in the arrangements made by British interests to take over the entire output of the Mexican Oil Company for a period of twenty-five years, according to E. L. Doheny, president of the company. He arrived yesterday on board the Lusitania, of the Cunard Line, from Liverpool.

The importance of the contract, which he has made, said Mr. Doheny, is shown by the fact that the annual output of the Mexican company under normal conditions is 10,000,000 barrels. This output may be increased and if so, the British interests promise to use the additional oil.

Contracts are to be let immediately, he added, for a number of tank steamships which will ply direct between Great Britain and Tampico and Panama. That the oil is to be used as fuel for steamships is generally understood, and it is possible that it will displace coal on some of the leading British railroads, he said.

"Niobe" Drove Germans to Cover

Halifax, April 23.—The report that H. M. C. S. Niobe was off the Virginia Capes when the Prinz Eitel Friedrich made her dash for Newport News, is generally accepted as true in Halifax, the home port of the cruiser.

It is pointed out by authorities here that the Prinz Eitel Friedrich had non-combatants on board and that the lives of the great majority of these would have been sacrificed if the Canadian cruiser had opened fire. With the Prinz Eitel Friedrich and the Kron Prinz Wilhelm interned in Newport News, however, British shipping is safe, and besides the possibility exists, it is argued that Germany's interned shipping may be claimed by Britain at the end of the war as one of the conditions of peace.