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LONDON GOSSIP.

LONDON, December 31st, 1913.
ROYALTIES ABOARD.

As compared with recent years a much smaller number of members of the Royal Family will be abroad at the New Year. The Duke and Duchess of Connaught and Princess Patricia are in Canada on Imperial duty, the Duchess not having found it necessary to avoid the rigours of a northern climate in mid-winter; while Prince Albert has been on naval duty in the Mediterranean for some time. The Princess Royal and her unmarried daughter, Princess Maud, may not go south this season, and the Princess Henry of Battenburg will not be visiting Spain for some weeks. In the early spring Princess Marie Louise of Schleswig-Holstein will travel to the West Indies, thus continuing her preference for tropical temperatures at that season. Queen Alexandra may be among the earliest to go abroad in the New Year, but her plans are not yet settled.

ANGLO-GERMAN UNDERSTANDING.

One hears more and more about the preliminaries for the long-looked-for Anglo-German agreement. Sir Edward Goschen, our Ambassador to Berlin, was able, when in London a few months ago, to lay before Sir Edward Grey a record of considerable progress in the discussion of various questions existing between Great Britain and Germany. This discussion had been delayed by the crisis in South Eastern Europe, but the spirit in which it was conducted became more cordial as it advanced—a fact recognized and welcomed on both sides. The atmosphere of the relationships between Great Britain and Germany, indeed, has improved substantially during 1913 and the diplomatic energies of both countries secured the preservation of such relations between the Triple Entente and the Triple Alliance as to prevent the peace of Europe being broken in the course of a most trying period. "We are on the eve of a new epoch in Anglo-German relations," said to me a little while since one of the highest authorities in Berlin, who could be regarded as speaking with knowledge of what was in the mind of both the German Emperor and the Imperial Government; and the dawn may soon be observable now.

NEW NEAR EASTERN CRISIS.

There will be difficulties in the way of an easy solution of the new and dangerous crisis which has arisen in the Near East. Much more than the

had excellent maps to go on, whereas we had none, and our officers had to work as it were in the dark. In fact the Boers had only the same maps that we had, and they were of little use to either side. But though it will take years to complete the international world map, it is only fair to ask of our cartographical firms to indicate in their atlases what is guess-work and what is not.

A NOVEL ANECDOTE.

A little story of a publisher is now going the rounds of literary London. A publisher's reader was asked some months ago to judge a novel that had been submitted by a lady. When he pronounced doom he declared that the hero of the book was a more impossible man than most of the ideal men imagined by lady novelists in their books, but he told the publisher in question—who after reading the manuscript fully agreed with his reader—to let some lady friend read it and give her opinion. This was done, and after a week or so the lady begged the publisher to publish the book, saying that never in all her life, had she read so moving a work, and that the sweet perfection of the hero, so different from the coarse realism of the man in the average novel, would remain a living mystery with her until she died. Whereupon the publisher and his reader pondered deeply. The publisher was still firm for rejection, but his reader over-persuaded him, admitting that it was a bad book, but protesting that it would be a popular success. The publisher surrendered, and the book was produced. It was condemned by every critic from Aberdeen to Plymouth. And the book has now sold nearly 50,000 copies and is doing well in a Colonial edition.

THE KIKUYU CONTROVERSY.

People who are interested in questions of Church government are likely to find themselves involved before many weeks are over in a serious matter. What is already known to the few as the Kikuyu controversy is no ordinary business, and it is now overflowing into a matter of daily information and correspondence in the newspapers here. Kikuyu is a small place in East Africa, where some time ago the various missionary agencies agreed to a sort of concordat which implied a common communion table, and in fact, a common communion was celebrated in the local Scottish Presbyterian Church. Now we have the Bishop of Oxford denouncing this common communion as recognizing principles so "totally subversive of Catholic order and doctrine as to be strictly intolerable" to the great mass of High Churchmen. But the mass of the laity, in so far as its views have become articulate regard the action of the two Anglican Bishops who were mainly responsible for the drawing together of all the local Christians in Kikuyu "as a specially Christian act." The obscure district of Kikuyu, which now assumes such prominence as a centre of theological strife, became part of the British Empire on account of individual enterprise. There is a tribe of Wa Kikuyu to the north of Uganda and thither came one John Boyes some years back. He was a merchant adventurer of the old stamp. He dealt with and in time ruled over the people, and ultimately handed over the country to a British official who was rude enough to doubt both his service and his disinterestedness. The aggrieved Boyes thereupon wrote his autobiography and the official administered the country, where Christianity, apart from its inter-ethnic feuds, is at war with Islam. In Uganda itself some years ago there was a triangular duel between Roman Catholics, Church of England missionaries and Mohammedans, which is understood to have puzzled the natives not a little. But a theological controversy such as the present will certainly interest the native mind, and the experienced in these matters hint that their sympathies like those of children, will be on the side of the most definite dogma. The neophyte wants things in black and white.

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MINARD'S LINIMENT CURES DIPHTHERIA.

Letter From Dr. Fraser.

Dear Mr. Parsons, Jan. 6th, 1914.

In answer to your enquiries regarding the Ford Car which I purchased from you last season—1913, I may say it has given entire satisfaction. It has been in good running order during the whole year, and required no replacements, except to one back brake.

In addition to the ordinary town work I used the car touring. I took it around Conception Bay as far as Harbor Grace, then across to Trinity Bay, from Heart's Content up the South Shore by Trinity Bay through Heart's Desire, Heart's Delight, Island Cove, Cavendish, Witless Bay, Green's Harbor, New Harbor and then up to Whitbourne, from Whitbourne to Colinet, then back over the same road, and down to Brigus. Returning to New Harbor we went over the Barrens to Spaniard's Bay. On the Brigus Road we followed a car track three miles taking the car up to the side of the pond where we fished.

Some of these roads, like the Spaniard's Bay Road, were all rocks, and some such as the road near Heart's Desire, soft marsh, but the car is light, has good clearance underneath, and is a splendid hill-climber, so that nothing stopped it. It is also light on tires which is a great thing when touring. I had no spare tires on my tour and beyond two small punctures, no trouble.

Yours truly,
 (Signed) N. S. FRASER.

Lecture at Presbyterian Hall

The lecture by Captain Saunders, in the Presbyterian Hall, last night, for the benefit of the Alexandra Workers funds was well attended. The lecturer took for his subject "A Trip to Hudson Bay," and was introduced by the Rev. W. H. Thomas, who acted as chairman. The Captain dealt with the building of the railway to Hudson Bay, and the great benefits Canada must acquire therefrom. He showed that its construction would increase the influx of Europeans to the Northwest. An interesting feature of the address was the lecturer's graphic description of the towing of the dredge Port Nelson to a place of the same name, and situated about 640 miles from Winnipeg, with which it is connected by a chain of lakes and rivers. Navigation is open for nine months of the year, and as the Bay is filled with different kinds of fish, it is only a matter of time when steamers will be engaged taking fish to market. The railway will be completed in two years time and then steamship communication will be opened with all parts of the world. Some interesting pictures of the dredge were shown, and the apparatus was explained in detail. The dredge was towed from North Sydney to her destination by the s.s. Bellefleur, commanded by Capt. Randall, to whom the lecturer paid an excellent tribute for the loyalty displayed by himself and his crew to the interests of their employers. He explained the difficulties that beset them in the Straits of Belle Isle, and how skillfully Capt. Randall coped with them. During the intervals solos were acceptably rendered by Miss J. Trapnell and Rev. W. H. Thomas, the accompanists being Miss Story and Mrs. Thomas. Mr. Watson recited, and was loudly applauded. At the close, the Rev. J. S. Sutherland, in proposing a vote of thanks to Capt. Saunders, complimented him on his ability as a lecturer, and expressed his appreciation of the Captain's generosity in rendering his services for charitable purposes since coming to the city. The vote of thanks was seconded by Mr. C. Tessier and carried by acclamation. Capt. Saunders then thanked those present for their appreciation, and expressed his pleasure at being able to assist in such a commendable work.

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Oporto Stocks

	Past	Previous
	Week	Week
Stocks (Nfd.)	32,020	34,190
Consumption	3,170	2,290
Stocks (Norg.)	12,040	13,200
Consumption	2,410	1,820
At Vienna		

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