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TO THE READING PUBLIC!

To keep in touch with the War, Politics and the many other questions of present moment, the Outport man needs a good paper, a daily paper to report the news, a weekly paper to interpret the news. The weekly edition of THE MAIL AND ADVOCATE, official organ of the Fishermen's Protective Union, will be sent to any address in Newfoundland and Canada, from now until the end of 1916 for FIFTY CENTS.

Can you afford to be without this Paper?

The Coming of First White Man

TOWANDA, Pa., Oct. 18.—The three hundredth anniversary of the coming of the first white man to Pennsylvania was celebrated last week by the Bradford County Historical Society. The visitor who came in 1615 was Stephen Brule, and his mission was one of war. He came to induce the local Indians living along the Susquehanna River to join the Hurons of Canada in making war on the Five Nations which then occupied the regions of Central New York.

Champlain, the French explorer, had espoused the cause of the Hurons, and organized his forces and those of the Indians. In 1615, when the war was at its height, Brule came to what is now known as Bradford county to recruit Indians. Five hundred warriors joined him, but they arrived at the scene of battle two days too late. Brule returned to Pennsylvania with his warriors and spent the winter in a palisade, exploring much of this section of the country.

The land where the palisade stood is now determined and the historians celebrated the event with fitting pomp and glory the coming to the present confines of Pennsylvania of the first white man. Suitable exercises made the occasion an important one in local history.

British Decoy Ships to Lure Ger. Navy

NEW YORK, Oct. 20.—George McDonald, an engineer, of Edinburgh, who arrived on the Anchor Line California, said that in Glasgow he saw the arrival of what at first sight appeared to be a squadron of British warships. In a few hours they were transformed to their real calling, freighters.

"I learned they had just come back from the North Sea, where they were used as decoys to tempt the German navy into the open," said Mr. McDonald. "Several were sunk by German craft, which, however, paid for their error by being destroyed by submarines and battleships. The freighters were painted war gray, fake turrets were rigged and old guns placed on them. To alter their shapes canvas was strung along their upper works."

VARIETY CONCERT—B. I. S. Club Rooms, Thursday next, 8.45 p.m. Limited number of tickets available. For sale from members of L. & A. Committee and Atlantic Bookstore.—Oct 26, 31

Irish Nuns at Ypres

A Story of What Befell the Nuns of Royal Benedictine Abbey When the Invaders Came.

An interesting book just off the Press is a work entitled "Irish Nuns at Ypres," by "D.M.C." edited by R. Barry O'Brien, L. L. D. For 250 years, says the writer, a little community of Irish Nuns has occupied the Royal Benedictine Abbey of Ypres. This is the anniversary year. Instead of celebrating it the nuns are refugees in England, where Oulton Abbey has given them a home, while their own beloved abbey lies in ruins, made from German shells. In this book, made from personal notes, they have told the simple and moving story of their experiences—how they lived for days in their convent cellar during the bombardment and how they finally departed with all their worldly goods in a hand-cart, just as a great shell tore away one end of the building.

In a sympathetic introduction Mr. Redmond, the Irish Nationalist leader, sketches the history of the abbey, and recalls some of the relics preserved there. Among these were the flag captured by the Irish Brigade in the service of France at the battle of Ramillies, 1706, a voluminous correspondence with James II., a lace border worked by Mary Stuart, and treasures of that kind now perhaps destroyed.

Though the hardships of those nuns were mild compared with those of other unfortunates in Belgium, to read their experiences is almost like being an eyewitness of Ypres.

The approach of the enemy, and a Taube whirrs over the town; then one day distant firing was heard. Germans come marching in thousands. They seize a load of bread belonging to the nuns. Later the British and French arrive, and bombs begin falling among them in the public square. All is confusion and excitement. The Lady Abbess, an invalid, is taken to a neighboring convent. The mother Prioress, who has not been in the outer world for twenty-seven years, has to go forth into the "turmoil of Babylon," treading crowded streets among automobiles, with shells bursting overhead. Refugees crowd into the convent cellar for safety. At last the sad procession of nuns, forced to leave their peaceful retreat, perhaps forever, stand waiting until some one finds the key to the outer door. The narrative continues:

"Our Lord watched over us once more; for had we then continued our procession some of us would have been badly hurt, if not indeed killed. After a few minutes waiting the key was brought, and already placed in the keyhole, when a loud explosion, accompanied by a terrific crash which shook the entire building, laid us all prostrate. Bewildered, rather than afraid, we arose, and saw, through the window, a shower of bricks and glass falling into the garden. The first—though not the last—shell had struck our well-loved abbey."

The experiences of the nuns in the streets, among the soldiers, under the shadow of the shattered Cloth Hall, with their gardener pushing the little handcart; their journey on foot through the mud to Poperinghe; their refuge there, their work among the wounded, the death of one of their members in trenchantly told in the chapters of this book.

Suggests Convoy Of Airships

SAN FRANCISCO, Oct. 26.—If every liner crossing the war zone is convoyed by aeroplanes the submarine can be rendered all but useless, Professor Lesley of Stanford University said at the naval and architectural engineers' conference here.

"The submarine is visible from a height, even when it is deep in the sea," said Professor Lesley. "That aviator can see it plainly, while from the deck of a steamer it is invisible. The airship can be the eyes of the navy as well as the army and will be the submarine's strongest enemy."

Special Guard For Von Hindenburg

BERLIN, Oct. 15.—"Alas," says the Vossische Zeitung, "There are only a few spots on the statue which have been covered by patriotic citizens, just a very few miserable patches on the boots and the tunic of the huge figure, and what is even more disgraceful is that thieves have been mean enough to pull out some of the golden nails, so that in order to prevent theft it has been found necessary to place a special guard around the statue, which is soon to be fenced in by palisades."

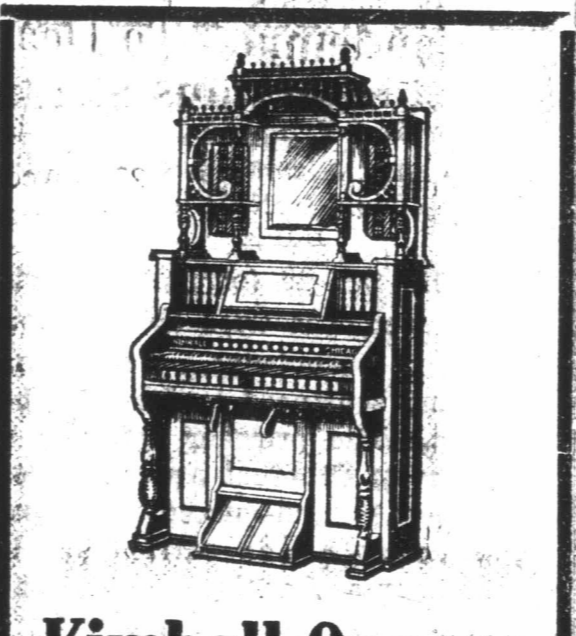
Swedes Favor Germany Thro. Fear of Russia

Sweden is pro-German; not from love, but from fear—fear of Russia. Russia's aggressive policy in Finland has frightened the Scandinavians. They know that Russia's greatest need and ambition is outlets, through the Dardanelles and to the Atlantic through harbors open to all the year. The Scandinavians fear that Russia's desire is for the unguarded harbors of Northern Norway, to be reached through Finland. Russia's only northern port at present is Archangel, closed all the winter by ice. The Swedes fear that, were the Allies successful in the present war, Russia might force Britain's hand for the granting of Atlantic ports.

This information was given by Mr. E. Knutsson, of Christiania, who registered at the King Edward today. Sentimentally, he said, the majority of the Scandinavians were on the side of the Allies. But, should the Northern countries go into this war, it would be on the side of Germany. They had always relied on Britain to champion them from the aggression of their huge neighbour, but now Britain was bound up to the interests of Russia.

Mr. Knutsson gave an amusing but acute comparison of German and Russian soldiers. Oh, the Russians had fine physique. He had seen them marching along the streets like great bears. He got up an march across the room to illustrate his shoulders hunched, his head down, growling a sort of song.

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Atlantic Liners Transformed into Motherships

LONDON, Oct. 16.—Strangest looking of all the ships of the British Grand Fleet is the Atlantic liner which has been transformed into a mothership for the seaplanes. There are platforms in place of the promenades where passengers used to lounge, bombs in place of deck-quoits, and the dining saloons have been fitted up as workshops. Everything that a seaplane needs in the way of repairs can be supplied.

"Here is our assortment of bombs," said an officer, showing an exhibit of different sizes on a shelf. "That one weighs a hundred pounds, the same as a six-inch shell."

A crane that once had taken passenger's trunks out of the hold lifted a seaplane off a platform, and deposited it on the water, where it bounced on the water before the motor was started and it skimmed across the surface for a hundred yards or more, rose, circled around the fleet two or three times, and then disappeared out at sea. With its floats it looked clumsy beside an aeroplane—the difference between a duck and a hawk.

Most of the damage and the action of sea warfare while the British grand fleet waits for the German fleet to come out are the seaplanes and the destroyers. The dreadnoughts remain in harbor, except for occasional cruises into the North Sea; but the planes and the destroyers always are on the move.

A submarine is visible to an aviator when it is cruising below the surface. It never travels deeper than thirty or forty feet and leaves characteristic ripples and air bubbles and streaks of oil. When a plane has located a submarine it signals the hunters where to go. But before they arrive a hull may have hidden the track. Submarine hunting is a tireless game of hide and seek. Naval ingenuity has invented no end of methods of location and destruction. Experiment has proved some to be effective and some useless. Strictly kept of naval secrets these.

Turk Treatment of British Captives

LONDON, Oct. 16.—One of the crew of the E-15, Chief Engineer Artificer Samuel Todd, of Harwich, who was captured by the Turks when the submarine grounded at the Dardanelles on April 17, in the following cheerful letter relates his experiences as a prisoner of war in Asiatic Turkey:

"A gentleman has sent us a box of sardines and jam, and the Turkish Red Cross Society has been making some inquiries about us, so we may possibly get some more. We were promised beds some time ago, but they are still coming, so we are still on the bare boards.

"We were also promised some money for working when we came here, but that we are still waiting. I have been cutting the collar from my coat to mend my trousers. There are some coats of many colors among us. We have had to work very hard since we have been here. We have had to make roads and break stones by the roadside in the morning to six o'clock at night— with only a little piece of bread and cheese at dinner.

"When we arrive home at night there is a dish of peas and water, which a dozen of us have to get out of a tub with spoons. Things are improving a little this week, since one of the big men from Constantinople came to see how we were being treated. One week we had to go sixteen miles into the country to work and were told that what we earned just paid for our shoes."

John L. Sullivan Redeems Diamond Belt

CHICAGO, Oct. 16.—The famous John L. Sullivan by admiring championship diamond belt presented friends in 1887, and later left by him in Chicago as security for a \$4,000 loan, is again in the possession of the veteran heavyweight pugilist. Sullivan redeemed it from a jewelry firm here paying \$5,300. The celebrated trophy is made up of 350 diamonds and fourteen pounds of gold. The former champion regarded the belt as his most cherished possession until shortly after he was defeated by Corbett in New Orleans in 1892.

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