TRAVEL

RN STEAMSHIP LINES
LL-THE-WAY-BY-WATER.

FRONTIER LINE
STEAMER ST. ANDREWS
Eastport Tuesdays and Fridays
n., for St. Andrews, Robbinston
is. Return, leaves Calais Mon.
Thursdays at 8 a.m., for Rob-
St. Andrews and Eastport.
INTERNATIONAL LINE
VIN AUSTIN AND NORTH STAR
St. John Mondays and Thursdays
Eastport at 2.30 p.m., for Lubec,
and Boston.
leave Central Wharf, Boston,
and Thursdays at 9 a.m., for
Lubec Eastport and St. John.
MAINE STEAMSHIP LINE
een Portland and New York.
d Fares and Stateroom Prices.
disturbed. Information on
METROPOLITAN LINE
etween Boston and New York
13½ Hours
oute via Cape Cod Canal
XPRESS STEEL STEAMSHIPS
ACHUSETTS AND BUNKER HILL
North Side India Wharf, Boston,
ys and Sundays at 6 p. m. Same
eturning from Pier 18, North
oot of Murray St., New York
Eastern Standard Time
HADWICK, Agent, Calais, Me.
EAVITT, Supt., Eastport, Me.

Manan S. S. Company
Oct. 1 and until further notice
nd Manan leaves Grand Manan
r 7.30 a.m., for St. John, return-
s St. John Wednesdays 7.30 a.m.,
ys via Campobello, Eastport and
Beach.
Grand Manan Thursdays 7.30
r St. Stephen, returning Friday
via Campobello, Eastport and St.
s, both ways.
Grand Manan Saturdays 7.30
ound trip St. Andrews, returning
both ways via Campobello and
y.
tic Standard Time.
SCOTT D. GUPTILL, Mgr

IME STEAMSHIP CO., LTD.
March 3, and until further notice,
S. Connors Bros., will run as
:
e St. John, N. B., Thorne Wharf
arehouse Co., on Saturday, 7.30 a.
St. Andrews, calling at Dipper
, Beaver Harbor, Black's Harbor,
day or Letite, Deer Island, Red
St. George. Returning leave St.
ws Tuesday for St. John, calling at
or Back Bay, Black's Harbor,
Harbor and Dipper Harbor, tide
ather permitting.
T—Thorne Wharf and Warehouse
o., St. John, N. B.
ne 2581; manager, Lewis Connors.
s Harbor, N. B.
Company will not be responsible
debts contracted after this date
s a written order from the Com-
r Captain of the steamer.

CHURCH SERVICES

YTERIAN CHURCH—Revd. W. M. ser, B. Sc., Pastor. Services every day, 11 a. m. and 7 p. m. Sunday ool, 2.30 p. m. Prayer services Fri- evening at 7.30.

ODIST CHURCH—Revd. R. W. Weddall , Pastor. Services on Sunday at 11 and 7 p. m. Sunday School 12.00 Prayer service, Friday evening at

ANDREW CHURCH—Revd. Father han, D. D. Pastor. Services Sun- at 8.00 a. m., 10.30 a. m. and 7.30 .

SAINTS CHURCH—Revd. Geo. H. ott, B. A., Rector. Services Holy munion Sundays 8.00 a. m. 1st day at 11 a. m. Morning Prayer Sermon on Sundays 11 a. m. nings—Prayer and Sermon on Sun- s at 7.00 p. m. Fridays, Evening yer Service 7.30.

ST CHURCH—Rev. William Amos, tor. Services on Sunday at 11 a. m. 7 p.m., Sunday School after the rning service. Prayer Service, Wed- day evening at 7.30. Service at rside every Sunday afternoon at 3 ock except the last Sunday in the nth when it is held at 7 in the ning.

. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster
ice Hours from 8 a.m to 8 p.m.
ney Orders and Savings Bank Busi- transacted during open hours.
ters within the Dominion and to the d States and Mexico, Great Britain and all parts of the British Empire, ts per ounce or fraction thereof. In ion to the postage necessary, each letter must have affixed a one-cent Tax" stamp. To other countries, 5 for the first ounce, and 3 cents for additional ounce. Letters to which cent rate applies do *not* require the Tax" stamp.
st Cards one cent each to any address anada, United States and Mexico. cent post cards must have a one-cent Stamp" affixed, or a two-cent card e used. Post cards two cents each, her countries. The two-cent cards require the "War Tax" stamp.
wspapers and periodicals, to any ad- in Canada, United States and co, one cent per four ounces.
IVES: 12.20 p. m. CLOSES: 5.05 p. m.
Matter for Registration must be Posted half an evious to the Closing of Ordinary Mail.

FF'S OFFICE ST. ANDREWS, N. B.
R. A. STUART, HIGH SHERIFF
he of Sittings of Courts in the County harlotte:—
RCUIT COURT: Tuesday, May 9, Justice Barry; Tuesday, October 16, Chief Justice K. B. D., Landry.
UNTY COURT: First Tuesday in Feb- and June, and the Fourth Tuesday ctober in each year.
dge Carleton.

HARLOTTE COUNTY REGISTRY OF DEEDS.
ST. ANDREWS, N. B.
George F. Hibbard, Registrar
ffice hours 10 a. m. to 4 p. m., Daily. Sundays and Holidays excepted.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, NOVEMBER 25, 1916 — NO. 22

A SOLDIER'S MOTHER

JUST nineteen years ago
The birthday of her boy,
The whole world seemed too small
To hold her joy.

To-day he died in France
A comrade's life to save,
And the whole world lies, for her,
In one narrow grave.

Yet the starry vault above,
The world and ocean wide
Seem far too small to-night
To hold her pride.

H.V.P., in *The Spectator.*

THREADS OF THE GREEK TANGLE

GREECE is in the position of a man who owes a debt. The harder the debtor presses, the more reasons he can think of for not paying. At the same time, the more precious becomes the obligation in the eyes of the unsuccessful collector. The Allies to-day feel that Greece owes them a century-old debt. They realize that they brought the modern Greek nation into existence in the first place. They do not forget heavy interest in the way of a paternal protectorship since. The Allies say, further, that Greece has systematically repudiated its pledges and obligations.

The seizure of a neutral country's navy and three principal cities seems, on the surface, like a distinctly flagrant piece of tyranny. But it is unfair to condemn the Allies as oppressors or to call Greek either a martyr nation or, on the other hand, a breaker of pledges, without examining some of the many threads that go to make up the hopeless tangle.

The Greek muddle began, of course, long before a world war was seriously dreamed of. It began with the birth of the modern Greek nation nearly a century ago, when the fleets of France, England, and Russia released struggling Greece from Turkish bondage. The Powers placed a ruler whom they considered suitable upon the Greek throne. From then on the young nation was allowed to work out her own salvation, but with the Powers always looking benevolently over her shoulder. After a few years the first foreign-appointed ruler proved distasteful to the Greeks. The Powers stepped in again, straightened out a revolution, and placed Danish King George upon the throne. King George was satisfactory both to the Greeks and to his sponsors. As the years went on the Powers lent large sums of money to Greece and helped the little country out of many a bad hole. When it became involved in the uncalled-for Turkish war in 1897, and presently seemed doomed, France, England, and Russia stepped in and saved it from destruction.

Greece, under western influence, developed a strong sense of nationality. A polyglot of races, representing centuries of incursions from the north and east, were welded into a curious national unity. Strange to say, this unity existed, and continues to exist, often in spite of an odd mixture of racial tongues and customs. Even to-day, the speech of Athens is understood with difficulty in Albanian settlements just a short distance from the city. Oriental manners have often remained, but western influence has succeeded in boring its way through their adamant coating.

The blood of ancient Greece long since has been scattered to the seven seas. The spirit of ancient Greece, when the western Powers came to the rescue a century ago, was at its lowest ebb. Any one who has visited Greece will readily understand why the accient spirit could never wholly die. The rugged mountains climbing through the purple morning light from the blue Ægean are to-day as great an inspiration for a Homer or a quest of the Golden Fleece as they ever were. Two thousand years ago Cicero exclaimed in Athens: "Wherever we walk is history."

The remark, with added emphasis could apply to Greece of a century ago or to-day. So it is not strange that the unity (in spite of diversity) of modern Greece should bring a renaissance of some of the ancient spirit. The spirit lying dormant for centuries in the fair hills and mouldy ruins of Greece received impetus from Geeks returning from far lands, notably America, with Western influence strong upon them and pockets lined with gold. These men remembered the glory of ancient Greece, though perhaps some of them had learned of that glory for the first time in New York public schools. Wealth wanderers, they were leaders in the efforts to bring about the renaissance. They spent money freely on public buildings and spread the gospel of democracy and pride of the old race.

Soon the boulevards of Athens were lined with superb marble buildings. Old ruins that had been looked upon as rubbish came to be cherished. A language similiar to that of ancient Greece replaced the Eastern polyglot of Turkish and Albanian in the streets of Athens. From a squalid settlement of some 300 slatternly huts in 1840, Athen grew to be a city of 44,000 in 1870. To-day it is a gleaming vision in marble, with a population of nearly 300,000. In time, Greece came to feel very independent of her benevolent protectors. But the fact remains that when she acted contrary to their advices, she usually came in for trouble. The Turkish war was one of the most notable examples of such disastrous independent action.

The predominating western influences through Greece's years of development have been French, English and American. German influence has been negligible. Occasionally a German ship has called at Piræus. That has been all. Although I found a German school in Salonika when I was on a trip through Greece last year, I failed to hear a word of German spoken in the country. This was exceptional, for to-day you hear almost every human tongue spoken in Greece. At the beginning of the war, the Greek Queen, sister of the Kaiser, represented practically the only German influence.

Naturally French influence is not the least important thread in the Greek muddle. The Greek and French temperaments are alike in many respects. Greece in accepting western institutions turned to the French more than to any other European people. Regular passenger service has long been maintained between Piræus and the ports of southern France. Paris fashions have displaced the native costumes of Greek women. Greeks go to Paris to study. In Athens, Piræus, and Salonika, the French tongue is spoken almost as freely as the Greek. Athens is known as the "Paris of the Levant."

English influence has also been notable. England has been the strongest member of the benevolent protectorate. Greece, a nation of sailors, has long admired the strength of the Mistress of the Seas. English and French officers reorganized the Greek army and navy a few years ago. Wealthy Athenians have made a practice of employing English governesses for their children. The ability to speak English has been admired by the Greeks as an enviable accomplishment. American influence, strange to say, is another important thread in the present Greek tangle. During the rioting in Athens a few weeks ago, when the Allied troops entered the city, a number of prominent Greeks presented to the American Minister a petition which implored the United States to step in and forbid what the signers considered an unwarranted invasion of a small neutral country. Fast upon the heels of the petition, wild reports were circulated that the American fleet was on its way to rescue Greece from the Allies. It all sounds like comic opera. From my acquaintance with the emotional Greek temperament I do not doubt that all actually occurred as reported. For to the Greeks, America has come to represent a great and all-powerful nation where every man is a king. To them it is a nation that scours the world hunting for opportunities to liberate the oppressed.

Every other man you meet in Greece seems to have been in America. These Americanized Greeks have had much to do with sowing seeds of democracy and progress. You are continually aware of the American influence. Advertising posters not unlike those in our elevated stations in Athens. Huge Greek letters cover side walls. The meaning may be beyond you, but you feel certain that they speak for the merits of somebody's tooth powder. Lithographed posters of political candidates are found pasted and scattered about very much as in an American city. Both in Salonika and Athens I saw huge electric signs that were reminiscent of Broadway at night. In the stores I found American goods of familiar brands.

Americanized Greeks often return to their native country with pockets full of American gold, intending to spend the remainder of their lives in ease under the hostpitable fig trees. For a time it is very pleasant. Then they begin to fume and fret and find fault with Greece and its institutions. They elaborate upon the more desirable conditions in America. Some open stores, order a supply of American goods, and remain; others catch a boat back to New York. Before sailing, the restless ones are usually joined by friends and relatives who have fallen under the spell of weeks of ceaseless café table dissertations on the land of treasure and freedom across the seas. To the uninitiated Greek, the projected trip is the modern Quest of the Golden Fleece.

However, the Greek who emigrates always returns to his country for frequent visits, even though he does not return to stay. This fact is significant of the strength of Greek racial unity. It is a sense of nationality that has been helped rather than hindered both by emigration and by a steadily growing discontent. Indeed, the country has developed into an endless chain of discontent. This has affected both the internal and the international relations. For some years back Greece has not been able to understand why she should continue to be coddled by the benevolent Powers. She thanks the Powers kindly for past favors and tells them that she is quite capable of attending to all personal matters herself. The protectors benevolently beam upon what they consider the irresponsible utterances of an ungrateful child. These attempts on the part of Greece to shift for herself and the Powers' refusal to take such efforts seriously, together with more immediate causes, are among the main reasons why the Allies are now in almost complete possession of the Hellenic kingdom.

Greeks have long swarmed on the seas. Greece is, above all, a maritime nation, and shipping has taken first place in the industrial development of the modern kingdom. At the beginning of the war Greek shipping was about in the same condition that it had been for a number of years preceding. Shortly after the outbreak of hostilities a remarkable change came. That change was one of the immediate beginnings of the avalanche responsible for the country's present distress. Greece was one of the first countries to know war prosperity. Her ports were deluged with shipping. Piræus, Athens, and Salonika suddenly became boom cities. They had never before known such prosperity. The docks of Piræus and Salonika were piled high with merchandise. All Servia was supplied and fed through Salonika. Without Salonika the country would starve and cease to exist. Only last year I saw hundreds of crates of food, clothing, Red Cross supplies, motor trucks, aeroplanes, and other army and civilian supplies on the docks of Salonika bound for Serbia. Altogether nearly a thousand carloads of supplies were held up at that moment in the city waiting for cars to carry them.

As may be readily imagined, Greek ships were at a premium. Any rickety craft that could stay afloat was sent out. Old coasting boats that had been consigned to the scrap heap were patched up and rushed back into service. From Salonika to Piræus I travelled on a fair sample of these dozens of nondescript craft. Although the vessel was advertised as a passenger boat, more than half of the all-too-limited deck space was reserved for sheep and cattle. A stout rope strung across the main deck amidships was all that prevented the animals from mingling with the 300 passengers huddled together in a small space over the stern. It was the type of craft on which one instinctively expected some disaster, either a leak, fire, or storm. Yet not a life-boat was in sight. You felt mildly surprised upon arriving safely in port.

The harbor of Piræus was teeming with shipping. One ship could hardly turn without running into another. It seemed as though a countless number of small sailing craft, warships, small coasting steamers, huge liners, row-boats, and lighters had been thrown together pell mell into a large bowl. Here and there along the shore were busy shipyards. Just outside the harbor entrance were two former United States warships proudly flaunting the blue and white stripes of Greece. The purchase of these two vessels had served as a milestone on the road of Greek nationality. They were the pride of Greece, for they were significant of what Greece coveted most—power upon the sea. Anchored close by were other Greek warships representing the rank and file of the Greek navy. The two types of war craft offered a sharp contrast. One was reminded of a fleet of motor boats anchored around two huge ocean liners. Recently the Greek crews were removed from those two once American warships, and now Allied flags fly at the mastheads. As I recall the pride and admiration with which Greeks gazed at them out upon the blue waters, I can think of no more staggering blow to Greek pride than the recent fate of Greece's ambitious attempts toward an effective navy.

Greece to-day is said to be almost bankrupt and starving. She could hardly be otherwise. For Greece has lost the support of her protectorate and she has lost much of the shipping upon which the country was practically dependent. About every cent left was spent in the mobilization of the army.

In view of Greece's present plight, it is difficult to believe that hardly more than a year ago Greek money was at a premium. Merchants of Athens and Salonika were putting in new store fronts and ordering goods from America as never before. The shipping offices which for years had taken thingswith a good deal of easy-goingness of the East resembled the busy disorder of some of the New York shipping offices to-day. The new-found prosperity had distinctly gone to Greece's head. A nation of ancient maritime power was awakening to the full realization of new ambitions after many centuries.

All this time the Venizelos party was urging Greece to join the Allies. Plainly the Allies would be liberal with financial backing. But Greece was self-supporting and making much money, thanks to wartime shipping. The little country expressed a benevolent sympathy for the Allies, regretfully turned down the proffered prizes in promised territory, and remained neutral.

The Greek army hardly impresses one as being a competent body of men. The soldiers are often ragged and tattered, and none too amenable to discipline. After seeing a good deal of these soldiers I wondered why the Allies had been so anxious for their own support during the early months of the war. After talking, something over a year ago, with probably the most competent authority on naval matters in Greece, I realized Greece's real military value to the Allies. At the time of our conversation, the Dardanelles expedition had not as yet petered out. This authority, whose name I am nat at liberty to divulge, said that if the Greek fleet had struck at the Dardanelles before they were refortified by the Germans, they could have been forced with little difficulty. He asserted that the Greeks could have accomplished this without any aid from the Allies. Then he prophesied further that as matters stood the Dardanelles would never be taken. How true that prophecy was nobody needs to be told.

Such was one of the opportunities that Greece chose to disregard. The country was too busy making money to be bothered with war. All this time, the long-standing French and English influence was still strong upon the country. The Allies had the moral if not the physical support of the Greeks.

Presently, however, the new maritime ambitions received a serious setback. England had made the discomfitting discovery that supplies were leaking through to Turkey and that German submarines in the Mediterranean were having little difficulty in obtaining oil. The leaks are supposed to have been traced to some over-ambitious Greek shippers. At any rate, England began to overhaul and examine Greek commerce.

Shortly before the Allies landed at Salonika I saw something of this interference with Greek cargoes. I was on a Greek boat running between two Greek ports only—Piræus and Salonika. Just outside of the Bay of Salonika an English patrol-boat came across the bows and ordered the Greek boat to heave to. Presently two English officers climbed up the sides. They carefully examined the passenger list and then started upon a close scrutiny of the cargo. At the examination proceeded, I could see that the passengers were not taking the matter any too amiably. They did not say a great deal. I heard a few dissatisfied murmurings and saw heads curtly tossed in the officers' direction. There was no mistaking the dark looks. Two Greek army officers standing idly by were plainly raging inwardly. They considered the examination an unwarranted interference with Greek rights. After some delay the steamer was allowed to go on its way.

The steamer's next trip between the two ports was not so fortunate. Again it was boarded by English Officers. In the cargo were found a number of motor cars for destined relief work in Serbia. Now, at that time Bulgaria seemed about on the verge of entering the war. The Serbian-bound motor cars looked suspicious to the English officers. The cars might find their way into Bulgaria. The officers demanded that the destination of the cargo be proved beyond doubt. The boat was seized and taken to Mudros, the English base, where it was detained two weeks before being released. This incident was characteristic of the thoroughness of the English examination of Greek shipping. The delay in this one instance cost the shippers many hundreds of dollars. This incident was only one of many of the same nature.

German agents had swarmed to Salonika and Athens since early in the war. They had been carrying on propagranda work with true Teutonic thoroughness. Their expense accounts were almost limitless. These German agents made capital of the seizures of Greek shipping. The Greek is extremely sensitive when either his pride or his pocketbook is touched. Café table gossip and one or two influential newspapers proved singularly effective channels for the Germans. The Germans elaborated upon the blow to the pride of the Greek. But, pride aside, cold hard facts showed the Greek that his cherished shipping was fast slipping away.

The Greek's long-standing admiration of the English changed to extreme dislike. Many English Red Cross men were continually on the go between Serbia and Salonika. The shopkeepers were always glad to receive their money. The Salonika merchant is glad to receive any one's money. But I often saw contemptuous glances cast toward the English as they walked the Salonika streets.

When the Allies landed at Salonika—it is significant that the French were the first to land—they were warmly greeted upon the waterfront by a general sprinkling of German agents. A detailed account of the landing down to the equipment of the last man was doubtless in Berlin before the Allies had begun to look around. As time went on the Allies found that every move they made toward the Serbian border was known to the enemy before the move was fairly under way. The Allies ran a fine-tooth comb through Salonika, and finally cleared out the spies. The spies moved on and joined their coworkers in Athens. Now the Allies are trying to clear Athens in order that they may be safeguarded against an attack from the rear, and so that they can make some kind of drive into Serbia without having their plans known beforehand. The Allies have about given up hopes of collecting their century-old debt in Athens. Their chances of collecting from the revolutionary party in Salonika, of which Venizelos is the head, are very much better. This party may eventually mean all Greece.

The Greeks, with all their democracy, are worshippers of idols. For something over a year the King has been that idol. Although they are at all times critical of their idols, they invariably follow them as long as they are on top. Once a leader is downed, he becomes even less of an influence than deposed American leaders. But in our own country we have one or two examples of ex-leaders whose influence persists. Venizelos, the deposed Prime Minister, is the sole example of such an influence in Greece. Probably the two factors responsible for keeping Greece from declaring for the Central Powers months ago have been the powerful influence of Venizelos and the knowledge that the country was at the mercy of the English fleet.

Venizelos is a deposed idol, but his influence can hardly be overestimated. He is appreciated for what he is, the greatest statesman in the Balkans. Venizelos for years has stood systematically for democratic government, only accepting royalty as a necessary evil. Again and again he has been at odds with the King and Queen, but so powerful has his influence been that he has usually won out. This constructive statesman has literally made Greece over. He has divorced the courts from politics, inaugurated civil service, reorganized the army and navy, infused efficiency into the central, state, and city governments.

In Athens last year I could hardly walk a block without coming upon a large lithograph poster of Venizelos on some side wall. Just outside of Salonika I found more evidences of his popularity. Some ten thousand Greek refugees from Turkey were housed by the government in a row of ex-army barracks. Every here and there in the crowded quarters I came upon pictures of Venizelos. Sometimes they were large posters pasted on the side walls, and again they were carefully treasured post-card portraits. Not once did I find a picture of the King or Queen.

"Venizelos seems something of an idol to your people," I remarked to the superintendent.

An old Greek woman was squatted on the ground before us. At the mention of Venizelos she leaped to her feet like a young girl. She waved her arms and shouted;

"Venizelos, Venizelos."

She continued her contortions for several minutes, her arms flying like windmills, her tongue keeping pace with the gestures. When she had quieted down the superintendent calmly remarked:

"All these people say that if it were not for Venizelos they would be dead or starving. They call him the saviour of Greece."

So far as I could learn, Venizelos had no personal connexion with that refugee camp. The attitude of those people gathered from Greek settlements in Turkey and islands scattered around the Ægean represented the strength of his influence in hundreds of little Greek settlements in and around Greece.

Greek nationality without doubt has been sadly trampled on by the Allies. But it is as strong as ever in spite of the fact that it is the victim of a good many conflicting emotions and misunderstandings. Eventually the little country will spin the wheels of progress with added impetus. She has builded too solid a foundation in the last fifty years for it to be otherwise.

In the meantime, perhaps, Greece will decide that she has been duped by royalty and politicians and with true Greek impetuosity rush to the revolutionary standard of Venizelos, the one-time idol who believes both in nationality and a country living up to its pledges.—ELON JESSUP, in the *New York Evening Post.*

News in Brief

——Paris Nov. 20.—Extraordinary weather conditions pervailing in France in the last 48 hours, culminated Saturday in a tidal wave in the Gulf of Marseilles, on the Mediteranean coast, in which many vessels foundered, and disastrous gales on the southwest coast of the Atlantic ocean.

——Salt Lake City, Utah, November 18 — Francis M. Lyman' president of the Quorum of the Twelve Apostles in the Mormon Church, and next in succession to President Joseph F. Smith, died here to-day of pneumonia after two days' illness, in the seventy-seventh year of his age.

——Washington, Nov. 21—The British colony of Hong Kong, China, under an arrangement just completed between the imperial and colonial governments, will bear its share of Britain's war debt. The colony, according to a report to-day to the American government, now is planning a loan of $1,500,000 gold for the purpose.

——New York, November, 16.—Henry Sienkiewicz, the Polish novelist, best know in this county as the author of "Quo Vadis," is dead at Vevey, Switzerland, according to a cable dispatch received here to-day by the Polish Victims' Committee.

Sienekiewicz had devoted much of his time recently to Polish relief work.

——Ottawa, Nov. 21.—It is officially announced through the chief press censors office, that the following troops have arrived safely in England:

The 147th and 180th Ontario battalions; the 173rd Highlanders, Hamilton; the 194th Alberta Highlanders; the 222nd Manitoba battalion; the 158th British Columbia battalion; drafts, signal corps, candidates for Royal Flying Corps, naval detachment.

——St. John's, Nfld., Nov. 20—A new contingent of 130 Newfoundland seamen has left here for England for service in the British navy. This will bring the total enlistment of Newfoundlanders up to about 1,750 for the navy, in addition to 3,000 men already raised for the Newfoundland regiment, which has seen service in Gallipoli, Belgium and France.

——Amsterdam, via London, Nov. 21—Gottlieb Von Jagow, the German minister of foreign affairs, has resigned, according to a Berlin dispatch. The condition of his health is given as the cause of his resignation. Dr. Alfred Zimmermann, under-secretary of foreign affairs, the dispatch adds, will probably succeed Herr Von Jagow.

The *Tageblatt* prints a rumor that Herr Von Jagow will become ambassador to Vienna.

——Washington, Nov. 17—President Wilson to-day formally, by proclamation, designated Thursday, Nov. 30, as Thanksgiving day.

In his proclamation, the President says:

"The year that has elapsed since we last observed our day of thanksgiving has been rich in blessings to us, as a people, but the whole face of the world has been darkened by war.

"I urge and suggest our duty in this, our day of peace and abundance, to think, in deep sympathy, of the stricken peoples of the world, upon whom the curse and terror of war has so pitilessly fallen, and to contribute out of our abundant means to the relief of their sufferings."

CANADIAN NEWS

——Ottawa, November 20.—F. D. Asworth, the British financier and railway expert, who succeeds Sir George Paish on the Government Railway Investigation Board, is expected to arrive in Canada about the middle of December. In the meantime Sir Henry Drayton and A. H. Smith, the other members of the board, are collecting available information concerning the financial condition of Canadian railways. When Mr. Asworth arrives the three will co-operate in the preparation of the reports which may be ready for consideration at the coming session.

——Ottawa, Nov. 17.—There has been a small growth in recruiting in the Ottawa district. In the last fortnight 407 recruits were gathered. Alberta returns are not in, but it looks as though there had been ten companies more than were enlisted in the previous two weeks.

In the last returns Toronto leads with 552 men, and Montreal 463. The total number of men reported to have been gathered during the fortnight was 2,876. The total number of men gathered since war started is 374,507. This leaves 125,000 to be enlisted to reach Sir Robert Borden's half million mark. At the present rate it will take much time to achieve the total.

——Winnipeg, November 20.—Thomas Kelly was taken this morning to Stony Mountain penitentiary to serve the sentence of two years and six months imposed Saturday by Mr. Justice Prendergast. Kelly has been in the provincial jail since his return to Winnipeg, following extradition proceedings last spring and previous to that time had been in Chicago jail, following his arrest at the instance of the Manitoba authorities.

Kelly was a Winnipeg contractor, head of the firm of Thomas Kelly and Sons, and was found guilty by a jury of theft, receiving, and of false pretences in connexion with the construction of the Manitoba Parliament buildings. He was sentenced on the charge of obtaining money by means of false pretences, for which the maximum term is three years.

THE PESSIMIST SAYS:

Some people say that women can't argue, but I know one who can. I asked my wife the other day why she cut her skirt so short, and she said she didn't; that the carpenters were cutting the floors lower this season.—*Richmond Times-Dispatch.*

News of the Sea

——London, Nov. 16.—The Norwegian steamer *Ullvang*, of 639 tons, gross, has been sunk, Lloyd's shipping agency announces. The crew was landed.

——Washington, Nov, 17.—A wireless message to the navy department early today reported the American schooner *Fred A. Davenport* to be a total loss off the coast of Santo Domingo, and that three members of the crew were missing and probably lost.

——London, Nov. 21—The German steamer *Fritz Hugo Stinnes* has been wrecked in the Baltic through a boiler explosion, according to a Copenhagen dispatch to the Exchange Telegraph Company. The vessel was bound from Gefle, Sweden, to Hamburg and seven of her crew are reported missing. She was of 1,487 tons.

——London, November 16.—The Greek steamship *Barbara* and the Norwegian steamship *Lokken* are reported to have been sunk.

The *Barbara*, of 2,842 tons gross, sailed from Barry, Wales, Nov. 8, for St. John's, N. F. The *Lokken*, 1,954 tons gross, was last reported in the Tyne on October 26.

——London, Nov. 21.—A Copenhagen dispatch to the Exchange Telegraph Company says the government has received a telegram that the Norwegian steamer *Joachim Brinch Lund* has been torpedoed. Up to the present there has been no report of the rescue of the crew. The steamer measured 1,603 tons.

——Halifax, N. S., Nov. 20.—A message received here by the wife of Captain Rafuse, of Lunenburg, says the three-masted schooner *Corenze* has been sunk. The crew was saved. Whether the disaster was caused by a submarine is not known. The *Corenze* was bought at Sydney by parties in Cork, and recently took a cargo of supplies from Newfoundland to Cork. It was on her return voyage that she was lost.

——Mr. C. H. Harvey, Marine and Fisheries agent at Halifax, N. S., received the following message from Cape Race on Wednesday, Nov. 15; "*Kitchener*, of St. John's, lat. 48-25, longitude 44, dangerous to navigation, crew picked up by S. S. *Oscar II.*" The schooner *Earl Kitchener* is owned in Newfoundland. She is of 87 tons and was built in 1915. The steamer *Oscar II* is now on a voyage from New York to Copenhagen.

——Kristiania, via London, Nov. 17.—The Norwegian passenger and mail steamer *Vega* of Bergen, a vessel of 1,023 tons, was sunk yesterday by a German submarine.

Sixteen passengers and the crew of thirty-two men, who put off from the steamer in five boats, were saved by the motor ship *Columbia* and landed at Stavanger in the evening. The registered mail on board the *Vega* was saved by the mail clerk.

——Uig, Scotland, Nov. 16.—The Dutch steamer *Leda* has landed 21 members of the crew of the Danish steamer *Ragnar*, previously reported to have been sunk by a submarine. The men say that after their ship was sunk they were kept aboard the submarine for a day. When the *Leda* was sighted the submarine stopped her, the men allege, by firing a shell into her without warning and caused considerable damage. The crew of the *Ragnar* were then put aboard the *Leda* and she was permitted to proceed.

——New London, Conn., Nov. 17.—Five members of the crew of one of the tugs which accompanied the German submarine *Deutschland* from New London early to-day on her return trip to Bremen, were drowned when the submersible and the tug collided in the Race, about 12 miles from this port. The only person on the tug save was Captain Fred. Hinsch of the German interned liner *Naekar*. The tug, which belonged to the T. A. Scott Wrecking Company, went to the bottom.

——Halifax, N. S., Nov. 20.—According to a cable received by the local agents to-night, the Furness-Withy steamer *Rappahannock*, which has been missing for several weeks, was sunk by a German submarine. The local office of the company cabled that a wireless report had been received from Berlin that the Germans had sunk the steamer.

There is no word of the captain and crew of forty, and it is believed that all have been lost. The steamer sailed from Halifax for Liverpool on October 17, with a full cargo among which was 20,000 barrels of apples. The steamer registered 3,500 tons.

——London, Nov. 18.—The American steamer *A. D. Davidson* has been removed from the overdue list. Underwriters refuse to quote rates for reinsurance.

The *A. D. Davidson*, which left Montreal on October 4 for Havre, had been on the overdue list for some time.

Lloyd's shipping agency to-day reported the sinking of two British steamers, the *Lady Carrington* and the *Vasco*, and Portuguese steamer *Sannicola*.

The *Lady Carrington* registered 3,920 tons gross. The *Vasco* was of 1,914 tons gross.

Lloyd's reports that the Italian steamer *Lela*, 2,987 tons gross has been sunk.

——London, Nov, 17.—The Norwegian steamship *Torridal* has been sunk, according to an announcement made at Lloyd's shipping agency. It was also reported that the British steamer *F. Mallarazzo* had been abandoned by her crew.

The *F. Mallarazzo*, of 2,823 tons gross, was formerly the *Enniskrook*. She was 317 feet long, 46 feet beam, and 21 feet deep. The vessel was built at Sunderland in 1906, and owned by the F Mallarazzo Steamship Company, London. Available shipping records do not contain the name of the Norwegian steamship *Torridal*. There is a *Torsdal*, of 3,260 tons gross. This vessel was built at Newcastle in 1894, and owned at Tonsberg, Norway.

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——London, Nov. 21.—The master and part of the crew of the Norwegian steamer *Finn* landed to-day and reported that the vessel had been sunk by a German submarine. There are two Norwegian steamships *Finn*, one of 3,806 tons gross, the other of 230.

——Athen, Nov. 20—The *Spetzaes* was torpedoed by a submarine this morning. At least one life was lost.

The foregoing probably refers to the Greek steamship *Spetzai*, of 1904 tons gross, owned in Piracus.

There is also a Greek battleship *Spetzai*, which in September was reported from Athens to have joined the Anglo-French naval forces in Greek waters. She displaces 4,804 tons and is an old warship, which was reconstructed in 1900.

——New London, Conn., Nov. 21.—The German submarine *Deutschland* sailed for Bremen shortly after 2 o'clock this afternoon.

The *Deutschland* left at 2.20 p. m. She was flying her flags, and the crew was all on deck as she passed down the harbor. One of the Scott Company's tugs was at the pier when she started, but the undersea craft had no need of assistance. The tug followed her down the river.

This was the second start of the *Deutschland* for home from this port. The first was made early last Friday morning when, under convoy of the tugs *T. A. Scott, Jr.*, and *Cassie*, she slipped quietly out of her berth and down the river. Off Race Rock Light, however, she rammed and sank the *T. A. Scott, Jr.*, with its crew, and had to return to her berth for repairs. Meanwhile several suits for damages were brought against the undersea craft, but yesterday bonds were filed to cover these suits, and with repairs completed the freighter was only waiting for favorable conditions before again starting homeward.

After passing the lighthouse at the entrance to the harbor the *Deutschland* headed for the west, apparently intending to set a straight course for the race, to take advantage of the tide and wind in passing through the narrow passage.

Crowds gathered along both sides of the river to watch the passage of the boat down the harbor.

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——London, Nov. 21.—The steamship *Director* has landed eight members of the crew of the Greek steamer *Marie N. Russos*, which capsized. The other members of the crew were drowned.

The *Marie N Russos*, 3,092 tons gross, was built in West Hartlepool in 1897 and owned at Syra.