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RECENT DEATHS

James Hanson.
Rexton, N. B., June 29.—The death occurred at his home at Bass River yesterday morning of James Hanson, after a long illness. Mr. Hanson, who was highly respected, was born at Miramichi seventy-five years ago and came to Bass River about fifty years ago. He is survived by his wife, six sons and one daughter. The sons are John and James, of Greenville (Me.); James, of Jans, of Greenville (Me.); Mathew, of Massachusetts; David, of Kouchibouguac, and George, at home. The daughter is Mrs. E. Wark, of Molus River. The funeral will take place tomorrow, interment at Bass River.

Mrs. Joshua Crossman.
Rexton, N. B., June 29.—At Molus River, June 22, Mrs. Joshua Crossman passed away. Mrs. Crossman was formerly Miss Margaret McCarthy, of South Branch. She was seventy-two years of age. Her husband and a family of four sons and three daughters survive. The sons are Thomas, William, George and James, in Nova Scotia. The daughters are Mrs. M. T. Glen, Mrs. Robertson, of Molus River, and Mrs. Wallace, of Howland (Me.).

P. C. Richard.
Rexton, N. B., June 29.—Placide Simon Richard, of Richibucto Village, died at his home there on June 21, at the age of sixty-eight years.

Aerial Mail Service.
Naples, June 29.—Aerial mail service Sicily was inaugurated yesterday. An airplane which left Naples at 6.04 a. m., arrived at Palermo three hours later, returning to Naples in the evening with mails.

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No 498

SMUGGLERS PLY TRADE IN WAR

Ingenious Schemes To Get Ahead of Officials

MOVING CONTRABAND

Bulkheads Hiding Place in Ship—Clever Scheme to Get Copper Into Germany Discovered After Several Successful Trips

The war, says the Scottish American, has given an extraordinary impetus to smuggling, not only on sea, which, to use a mixed metaphor, is the usual happy hunting ground for smugglers, but on land, where frontier smuggling, in more than one country, is actually making fortunes for the daring individuals carrying on the risky business.

Most, if not all, of the commodities being smuggled are essential, in one form or another, to the prosecution of the war. The lucrative business of opium smuggling, for instance, has greatly increased in this country since its exportation was prohibited, and the market value of the drug has risen to what, in normal times, would be regarded as a most exorbitant figure. The great need of the drug for military hospital purposes is, of course, the real reason of this. Parliament, indeed, considers the smuggling of opium such a serious offence at the present time that it has increased the penalty from £100 to £500, and has given the magistrate the option of imposing imprisonment.

Opium in Steel Rollers.

Notwithstanding the heavy penalty, several individuals have tried to run the gauntlet. Six months or so ago two men brought to the harbor of Glasgow for export 84 pounds of opium, the drug being concealed in plain cases and in organ cases; they declared to the customs officers that the consigner of the articles was a lady in Banochory, Aberdeenshire. The dodge worked all right up to a point, but the lynx-eyed officials 'scored' eventually, and a heavy fine was imposed.

During the trial of a more recent opium smuggling case, also in Glasgow, it was stated in court by the fiscal that there was a regular gang of conspirators in this country who seemed to be engaged in this illegal traffic. The gang could not get the opium exported, so they got in touch with persons who used the customs for legitimate purposes. These traders made out the customs forms and got them.

In this particular case a firm of engineers was in the habit of exporting steel rollers, and the opium was hidden in them, a false declaration made regarding them. But it didn't come off. The gang stood to win a pretty penny if it had, for while the rollers, it was said, had realized £2,500 had it been sold in Shanghai.

The Dutch Frontier.

But it is when we turn to the wily ways of the foreign money grabbing exporter and the hungry Hun that we realize what war-time smuggling actually is.

Travellers tell us, for example, that quite an amazing state of things exists on the Dutch frontier. Germany's need is so dire that smuggling is an exceedingly profitable business, and is luring all sorts of people. As a matter of fact, ordinary every day workers in Holland are difficult to get near the frontier; smuggling pays much better, and indeed is so lucrative that risks are readily taken by persons who have hitherto borne the highest characters.

It is the same in Denmark and Sweden. A few months ago the Stockholm correspondent of a British newspaper made inquiries here and in Copenhagen and obtained some instructive facts as to the widespread smuggling which, in spite of severe repressive laws, is still going on.

In both Denmark and Sweden, he said, from which countries the chief smuggling to Germany goes on, the penalties are very severe. In Denmark, during a period of seven months, fines amounting to £200,000 were imposed, and under the new law, passed last spring, there have been heavy sentences of imprisonment.

Sweden, for a single offence of re-export of imported goods on her export prohibition list, imposes penalties amounting to nearly £20,000. Threats of such penalties do not deter the smugglers. In Denmark hardly a day passes without a prosecution and heavy exposures, and as it is certain that only a small fraction of attempts to smuggle out are detected, it follows that the total number of cases of smuggling is very large.

The Methods Employed.

Most of the smuggling is done by false description. A typical case was that of a German merchant in a big way of business in Copenhagen, who, with three accomplices, was a short time ago convicted of smuggling out 60,000 pounds of rubber. The rubber was sealed in hering tins, and described as herrings. Each of the four was sentenced to 120 days' imprisonment, and the whole four collectively were pronounced liable to repay to the state £40,000 crowns.

In another case in Jutland, no fewer than twenty Danes were implicated, and in evidence it was clearly proved that hundreds of thousands of crowns' worth of export-forbidden goods have been systematically exported to Germany during the past months. The goods went partly disguised as seaweed, and partly disguised as other products not on the prohibition list. The first store seized consisted of tin and it was found on railway premises, hidden under seaweed. In country houses and farms around were found more tin, also so cocoa, rubber, and many other products.

The smugglers are said systematically to deceive their German clients, selling them inferior and unusable goods, and even in some cases playing on them the same trick which they have played on their own customs authorities, and giving them a false description of the contents of cases and bales.

As may be imagined the tricks of the blockade-runners are many, and while false manifests, as aforementioned, are at once the most frequent and the most easily detected form of smuggling, there are others more difficult to penetrate.

Bulkhead Hiding Places.

Bulkheads are the partitions that divide one part of a ship from the next, and usually consist of a single sheet of iron; but if a second sheet is built in

say, a foot away from the original, the intervening space becomes a useful hiding place.

The master of a sailing ship who thought to walk his leisurely way through the blockade must have been vastly surprised when his little trick was discovered. An enormous number of fairly stout plates of copper had been riveted to his ship under the water-line; those copper plates were removed—not in a German dock, but in a British one.

A device harder to detect than most was discovered fully a twelve-month ago. Not a few traders successfully "worked the oracle" with it before it was proved against them. This is how it was done:

A trader between Germany and Holland would arrive in port, and the statement would be made that the armature of the dynamo had been burnt out, and required re-winding. Arrangements would be made with a Dutch firm, not above accepting highly satisfactory terms under somewhat suspicious circumstances, and the dynamo would be entirely rewound with precious copper wire; thousands upon thousands of yards of it. Occasionally, too, in order to guard against breaking down on the voyage, a spare, heavily wound dynamo would be purchased, and with its precious copper the enemy ship would sail unsuspected from the neutral waters. The same vessel repeated this dodge—for it was a dodge, and a most ingenious one at that—but the authorities were always held back by the knowledge that the dynamo really required re-winding, and the vessel could not go to sea without it.

The Discovery.

But at last the trick was discovered—the zeal and greed of the smugglers outran their discretion. The customs officer took it into his head to examine the armature of the dynamo before it was clamped into its place and hidden by the magnets. Prising up a layer of wire, he found evidence which proved the guilt of the smugglers up to the hilt. The wire on a dynamo armature must be heavily insulated—that is, covered with a non-conductor of electricity. The wire in this case was bare. To get more copper on the armature the smugglers had wound it with bare wire, rendering it, of course, useless, but twice as valuable for the Hun's purposes.

A recent telegram from Stockholm reported that the authorities at Vittand, on the Finnish frontier, arrested a party of four persons, who were attempting to smuggle nitro-glycerine and other explosives, arms and ammunition in a sleigh across the border at Gellwate and Karsando, apparently for the purpose of blowing up Russian ammunition depots at Skibotten and Ravanen. The police seized two hundred kilograms of explosives packed in tins labelled "preserves." A clergyman, an engineer, and a Swedish count were stated to be among the party, the leader of which was described as a German.

A Stout German.

A Danish policeman also scored in an amusing incident which happened a month or two ago on the Dano-German frontier. He stopped a sea-looking fellow, and the policeman began to cross over into his own country. He thought there was something incongruous in the appearance of this German. His stomach seemed to be big out of all proportion to his slender neck and legs. So he informed him that he must detain him for

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ANOTHER MEDICINAL JAG.

Claiming that all he had drunk was some beef, iron and wine, a soldier who was arraigned before Magistrate Ritchie yesterday afternoon, strongly denied that he had been drinking intoxicating liquors. The man had been arrested yesterday afternoon in Mill street by Detective Duncan and Policeman Hogg. The prisoner was immediately brought before the magistrate.

His honor remanded the prisoner to jail and at the same time instructed the police to make a thorough investigation into the matter and try to ascertain if the man really had become intoxicated in the way he claimed or if he had procured liquor in the city.

HIS SISTER DROWNED.

W. M. Angus, manager of Ames Holden McCready Company, Ltd., in this city, received word last night that his younger sister, Miss Jean Angus, had been drowned in a boating accident on Lake Montague, just outside of Montreal. Mr. and Mrs. Angus left for Montreal last evening.

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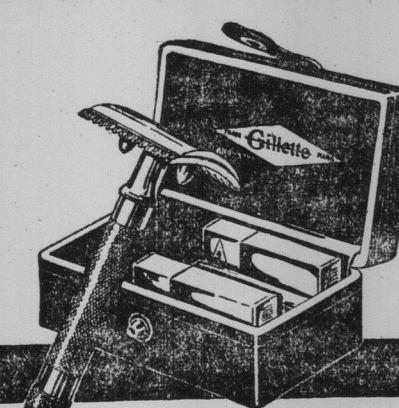
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If you already have a Gillette Safety Razor yourself, you'll appreciate how much some lad you know Overseas would enjoy one as a gift from you.

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