

# PROTESTS SEIZURE OF ANOTHER TANKER

## A Standard Oil Steamer, Recently Under German Flag, Detained in Scotland—Company Claims Boat Was Owned by a Subsidiary German Company Controlled by the Oil Trust.

Washington, Oct. 28.—The United States today protested to Great Britain against the recent seizure of the Platina, a tank steamer owned by the Standard Oil Company, now detained at Lewis Island, Scotland.

This protest is identical to the one filed in the case of the Brindella, held at Halifax (N. S.), and requests the immediate release of the ship.

Inasmuch as the Admiralty Court at Halifax has begun proceedings to determine whether the Brindella is a prize, the British government is expected formally to decline to release the vessel until a decision is rendered. A prize court, it is believed, will similarly determine the status of the Platina.

Sir Cecil Spring-Rice, the British ambassador, called on Secretary Lansing today to learn the relation between the German company which formerly owned the Brindella and the Standard Oil Company. According to a report of the Commissioner of Corporations in 1907, the German company in question was a subsidiary of the Standard Oil Company.

# OBITUARY

## Mrs. Thomas Price.

Friday, Oct. 23.

Mrs. Thomas Price died suddenly about 12 o'clock last night at her home, 145 Mackenzie street. She had been in failing health for some years but the end came most unexpectedly and was a severe shock to her many friends. She was about 70 years of age but in spite of her years was very bright, a keen reader, and much interested in the topics of the day. She leaves to mourn besides her husband, two sons—Robert B. of Victoria (B. C.) and Kenneth H. D., and three daughters—Mrs. Wm. H. Holder, Mrs. Robert H. Murray and Lillian, all of this city. Mrs. Price was formerly Miss Wilhelmine Keith and was born in Thurso, Caithness, Scotland. She was the last of a large family.

John McGowan.

Friday, Oct. 23.

Following a stroke of paralysis which he suffered about four weeks ago, John McGowan, an old and respected resident of Mac's Bay, passed away at his home yesterday, aged seventy-six years. He was a native of Mac's Bay and for many years was a resident in the blacksmithing establishment in that place. Associated with him in business were two sons, Andrew and John. His wife, one other son, James, and three daughters—Mrs. J. P. Shannon, of Wright street, this city, and Mrs. John Crossenden and Mrs. Herbert Weycott of Mac's Bay. He was a constant supporter of St. Wilfrid's church. Mr. McGowan has always been one of the principal Liberal enthusiasts of that section of the country and enjoyed the esteem of a large circle of friends. The interment will take place on Friday at Dipper Harbor.

Mother Stuart.

St. Louis, Mo., Oct. 22.—The death in London yesterday of Mrs. John Stuart, mother of the order known as Madonnas of the Sacred Heart, was announced in a cablegram received by the local mother house of the order last night. Mother Stuart died yesterday in London. Mother Stuart was fifty-five years old. She had made numerous trips to the United States and Canada.

Miss Lulu Caulfield.

Westfield, Oct. 22.—Deep sympathy is felt in the village for Mrs. Caulfield, and family in the death of her youngest daughter, Miss Lulu, which took place this morning at her home here. Previous to her illness, Miss Caulfield held a position as telegraph operator at Uatic (Mass.). After her return here she received the appointment of assistant postmistress at Westfield office. Her death was widely known and will be missed by a large circle of friends.

Miss Ida MacKenzie.

Moncton, N. B., Oct. 22.—The death of Miss Ida MacKenzie, aged thirty-eight years, occurred at her home in Weldon street this morning. H. D. MacKenzie, formerly of Moncton, and now master mechanic of the Sydney-Oxford Division of the N. B., with headquarters at Stellarton, N. S., is a brother.

Mrs. M. J. Gillespie.

Halifax, N. S., Oct. 22.—A message received by John A. Gillespie of this city, from Vancouver, announces the death of his eldest daughter, Blanche E., wife of M. J. Gillespie, of that city. Mrs. and Mrs. Gillespie and family will have the sincere sympathy of a large circle of acquaintances both in this city and St. John where Mrs. Gillespie was well known.

Her death is particularly sad as she had been married but a little more than a year and leaves a daughter only three days old. The funeral took place this morning from Shaughnessy Heights, Vancouver.

Mrs. John Melvor.

The news of the sudden death of Mrs. John Melvor, of this city, will be learned with deep regret by a large circle of friends. Mrs. Melvor passed away on Saturday in the 88th year of her age, leaving behind her husband, four sons and six daughters to mourn. The loss of the mother to the family of ten children is especially sad in the fact that the youngest child is only six days old. A son is at present a member of the artillery corps at Partridge Island.

The funeral will take place this morning at the residence of Mr. Melvor, 88 Millidge avenue. Service begins at 10 o'clock.

Interment will be in Cedar Hill cemetery.

David J. Gleeson.

Monday, Oct. 26.

News that will shock many in St. John came to the city in a telegram yesterday announcing the death of David J. Gleeson in Ottawa. He had been ill for the last month but as that was not generally known here, announcement

representative, and a substantial array of other gifts in cut glass and silver. The groom's present to his bride was a ring set with diamonds and emeralds, and to the bridesmaid and groomsmen, signet rings.

Among those present at the ceremony were: Mrs. Keenan, mother of the groom, and his sister, Mrs. E. E. Reardon, from St. John. The bride and groom will make their home here, and the best wishes of a host of friends will be extended for their future happiness.

Dixon-Alexander.

Alina, Oct. 21.—Lilford Dixon was united in marriage today to Miss Catherine Alexander at the home of her father, Captain David T. Alexander. The nuptial knot was tied by the Rev. J. E. Shandling. The happy couple started off by auto for Portland (Me.), on their wedding tour.

Doucet-Purdie.

A wedding of much interest took place in St. Francis Xavier church, Sussex, on Tuesday, October 20, at 9:30 a. m., when Annie L. Purdie, daughter of the late Joseph Thos. Purdie, became the bride of Joseph Doucet, of Sussex. Nuptial mass was celebrated by Rev. Father McDonald, in the presence of a number of guests.

The church was beautifully decorated for the occasion with potted plants. The bride was most becomingly attired in a traveling suit of fawn broadcloth with golden brown plush hat and carried an amethyst rosary. She was attended by Teresa E. O'Leary, of Plumoseop, who wore navy blue with black plush hat, while the groom was supported by Peter Cummings, of Sussex. Immediately after the ceremony the bride party repaired to the home of the groom where a wedding dinner was served. The happy couple left by C. P. R. on a short honeymoon trip. The number of useful and costly presents received, the groom's present to the bride being a set of furs, to the bridesmaid, a gold brooch set with pearls, to the groomsmen a gold scarf pin. On their return they will reside in Sussex.

Brown-Weitzer.

A very pretty wedding took place on Wednesday at the home of the bride's parents, Mr. and Mrs. John Becker, of Bald Hill, when their youngest daughter, Margaret E. was united in marriage to Gilbert W. Brown, of Bellefleur Bay. The ceremony was performed by Rev. David Patterson, in the presence of a large number of invited guests. The young people were unattended. The bride was charmingly attired in pale blue silk with shadow lace trimmings, wore a hat with orange blossoms, and carried a bouquet of white roses and maiden-hair fern. The officiers and crew of the Cystine Hotel, in charge of the wedding, were employed as freeman, gave a handsome set of dishes. The groom's present to the bride was a handsome set of white T. Tibbo's factory design, which the groom next morning by the steamer D. J. Purdy for St. John, and took the morning train for Carleton county for a short honeymoon. The bride's traveling suit was of grey whipcord with white and plume. On their return they will make their home at Bald Hill.

Monday, Oct. 26.

The death occurred yesterday of Julia, widow of Daniel Daley, leaving two sons and one sister to mourn. The funeral will take place tomorrow morning at 9:30 o'clock from her late residence, 11 Belvedere street, St. John. The Baptist church, for recitation mass.

Catherine Sullivan.

The death occurred on Saturday of Catherine Sullivan. The funeral will be held at 2:30 p. m. at the residence of her mother, Mrs. Col. Campbell.

Hon. Colin Campbell.

Winnipeg, Oct. 25.—Hon. Colin Campbell, formerly a member of the Manitoba cabinet, died at his home in Winnipeg yesterday, aged seventy-two years.

Wm. J. Crowley.

Many friends in St. John have heard with regret of the death of William J. Crowley which occurred last week in Boston. He had resided here with his people for several years before going to the states about thirteen years ago. He was a son of the late Mr. and Mrs. John Crowley, and is survived by one sister, Mrs. Edward Wrenn, of Everett, Mass., and one brother, John Bruce Crowley, of Boston. Mrs. W. J. Crowley of North End is an aunt. Burial took place in Boston.

Mrs. Coll McDougall.

Moncton, N. B., Oct. 24.—Col. J. A. McDougall, commander of the 3rd Prince of Wales Hussars, on arrival in Moncton this morning, was met by friends who informed him of the death of his mother, Mrs. Coll McDougall, at McDougall's. He left home only two hours before.

Mrs. Coll McDougall.

Mrs. Coll McDougall had been in poor health for a long time, but it was not thought the end was near. A friend in Moncton placed an automobile at the disposal of the colonel, and he went back home. Mrs. McDougall was born in P. E. Island, but had resided at McDougall's nearly all her life. She is survived by her father, George Vermette, A.; three daughters—Mrs. Joseph Magruid and Mrs. Ronald McDougall, at McDougall's; and Miss Annie at home.

WEDDINGS

Keenan-Vermette.

A popular nuptial event of local interest was solemnized yesterday morning in Campbellton (N. B.), in the Catholic church there, when Miss Eva Vermette became the bride of James B. Keenan, of North end, when the wedding was celebrated with nuptial mass, and the church was prettily decorated in honor of the event. The bride, who was given away by her father, George Vermette, was prettily attired in a suit of chiffon velvet, and wore a black picture hat, and carried a bouquet of bridal roses. Miss Grace Vermette, sister of the bride, assisted her, while Thomas L. Keenan, brother of the groom, was best man.

After the wedding a tempting breakfast was served, and this afternoon a reception was held at the bride's home. Mrs. Keenan left on a honeymoon trip to include Montreal, New York, Boston and many other cities. Many handsome wedding remembrances were received, including a set of black fox furs and a purse of gold from the bride's father, a beautiful silver service from Wells Richardson Co., Ltd., with whom the groom is employed as maritime province

# RAPID DESCENT SAVED PILOT AT DUSSELDORF

Came So Fast That Germans Thought Machine Had Been Hit and Was Falling

SOON CLIMBED OUT OF HARM'S WAY

New Zeppelin Thought to Have Been Destroyed When Shed Fired—Aeroplane Abandoned Ten Miles from Antwerp When Petrol Ran Out—Cologne Station Damaged by Bombs

London, Oct. 19.—(Correspondence)—In the last few days many officers and men of the Royal Naval Air Service who have been at work in Belgium have come back to this country for new machines and spare parts, so that one is able now to get something like a connected narrative of the successful raid on the airship shed at Dusseldorf.

The three officers picked for the job, as stated in the official report, were Squadron Commander Spencer Grey, Flight Lieutenant Martix and Flight Lieutenant Sipspe. When the three, with a squad of Marines and air mechanics, went to look after the machines at the Belgian Flying Corps ground, to the east of Antwerp, they found the German heavy guns already at work, and driving over the aerodrome at the forts behind, so that they had to land precipitately under fire. At that time, however, the guns were not troubling the aerodrome or the buildings near it.

Refuge in Abandoned Chateau.

Close to the aerodrome they discovered a chateau belonging to a German, which had been vacated, and here they waited until morning. Then they started off, Commander Grey and Lieutenant Martix, on a little Sopwith biplane, and Lieutenant Sipspe on a B. E. biplane. The Royal Naval Air Service planes were flying at about 95 miles an hour and the B. E.'s about 75.

As all the German artillery was eastward the pilots had to start off to the west, the direction of Antwerp, and climb to a great height in order to get above the range of the German searchlights, which were directed at the aerodrome. The other two meanwhile went their way.

For part of the journey they were flying through a thick fog, and at one point Lieutenant Martix, going low to try to find a factory, had got lost, and he found himself only a few feet over the treetops when at last he sighted the factory. However, farther eastward, they found the German searchlights, and started off in different directions. Lieutenant Martix, Dusseldorf and Commander Grey to Cologne.

On arriving at Dusseldorf, Lieutenant Martix, in a violent spiral dive, coming down at such speed that the aerodrome buildings were shooting out of the sky, he was seen by the German searchlights. When one realized that these little scouts pick up a speed of 140 miles an hour within a few seconds of having been pushed down steeply, one can easily imagine the onlookers' being thus deceived.

Clever Manoeuvres Evident.

As a matter of fact, the manoeuvre was thoroughly sound, for dropping at such a pace the machine would be very much more difficult to hit with rifle fire, and it would be practically impossible for the antiaircraft guns to vary their range to suit.

He came down this way to a height of about 500 feet, and then he could not make sure, but on one rate went through the roof of the shed and in a few seconds the flames were shooting out through it as high as the place where he himself had passed over the shed.

Relieved of the weight of the bombs and the fuel, the machine, which was climbing steeply by the impetus of the guns that the pilot had leisure to turn up through what had been one of Germany's best sheds.

Having thus accomplished the mission on which he had started, the pilot returned toward Antwerp, but ran out of petrol about 10 miles away and had to roam about till he discovered a Belgian armored motor car, which had worked around the north of the German lines to pick up the aviators in case they came in grief. Of course, the good little scout was to be abandoned, and presumably it was burned to prevent its falling into the hands of the Germans. Grey goes to Cologne.

Meantime Squadron Commander Grey had gone off to Cologne, but owing to thick fog over that part of the country he was unable to find the aviation ground outside the city. However, in circling over the city itself he managed to perceive the big General Station, and deposited a few bombs on it, staying long enough to notice that a considerable amount of damage was done to it. He then returned to Antwerp and arrived safely at the flying ground.

He Was Saving His Boots.

A woman, coming down the garden walk, was seen by the pilot, and he was standing on his head against the garden wall.

"Johnny, you wretch," she cried, "what are you doing on my head?"

"Standing on my head," replied Johnny. "That wouldn't tell me to play at summat that wouldn't wear my boots out?"

—Weekly Scotsman.

To get rid of mice, hunt out their entrances to cupboard or pantry and plaster them with a mixture of soft laundry soap and red pepper.

# DETERMINED MAN AT HELM IN S. AFRICA

A portion of the Union of South Africa has a ruler today as all-powerful as the Kaiser. He is Sydney Buxton, governor general of the colony. When the Boer regiment under Gen. Maritz revolted, Gov. Gen. Buxton proclaimed martial law throughout the province, and is now taking stern repressive measures to prevent a spread of the revolt. He is a man of great determination and strength, and the English people are confident of his ability to handle the crisis.

TRENT INCIDENT AROUSED CITY'S MARTIAL SPIRIT

Volunteers Gave Valuable Assistance to Imperial Troops Quartered Here—Recalled by Brindella Seizure.

The protest over the seizure of the oil tank steamer Brindella by a British warship and her conveyance to Halifax is not likely, though so near, to excite St. John to the extent that the seizure of the Trent did in 1861. During the Spanish-American war several British ships were stopped by the Americans and the matter was settled by the courts but the Trent was possibly the last instance of international friction over such action.

The Trent, one of the Royal Mail Steam Packet Company's boats, had on board the Confederate commissioners, Messrs. Mason and Sildell, and in November, 1861, when on the way to England it was held up by one of the Federal cruisers. Excitement ran high in St. John when the news reached here that there was a friction between the governments and that war was a possibility. Troops were sent here in haste from several regiments at the Guards and the American volunteers who assisted in the building and escorted the regiment back to their barracks after the entertainment. It was soon known, however, that the United States would make no claim for the men and that the war was over and the excitement subsided as quickly as it had sprung up.

One of the officers who took part in the little mobilization in St. John then is still alive, John S. Hall, King street east. He was then a lieutenant in the St. John County Militia. Four years later he was in command at Campbell Island in the Fenian scare.

PIT PROPS HERE HALF THE COST OF NOVA SCOTIA ONES

(Montreal Journal of Commerce.)

Halifax, Oct. 24.—Timber suitable for pit props, to be used in the coal mines of England, at about half the price in Nova Brunswick compared with the cost in Nova Scotia, is the condition disclosed by the British Timber Commission after an investigation recently conducted here. The demand for Nova Scotia coal mines for these props has been so great that the price has risen tremendously.

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Two Steamers to Be Released.

London, Oct. 25, 7:10 p. m.—The British government, satisfied after an examination of the innocence of the destination of her cargo, has ordered the release of the American oil tank steamer Brindella, which will be permitted to proceed from Halifax to Alexandria.

The question of the transfer of the vessel from the German to the flag of the United States will not be raised by the British government.

The Brindella, which was carrying a

# Crowded Channel Steamer Sunk by Mine; 20 Drowned

French Peasants Go Down When the Admiral Canteaume, With 500 on Board, is Blown Up at Boulogne

Badger's Plates Flattened When She Rammed German Submarine But She is Made Right as a Trivet in a Few Hours—Seizure of Ophelia Subject of German Protest—The Brindella Released—Reservists Not Worth Friction.

Dover, via London, Oct. 26, 10:20 p. m.—The steamer Admiral Canteaume, was sunk today by a mine just outside Boulogne harbor. About twenty or thirty passengers were drowned owing to the panic which prevailed as the passengers were being transferred to the tug-boat channel steamer Queen, which rushed to the assistance of the sinking vessel.

Most of the passengers were peasants from Pas De Calais, who had been taken aboard at Calais to be transferred to Boulogne. About 500 were on board, BADGER BUT SLIGHTLY DAMAGED.

London, Oct. 26, 4:50 p. m.—A despatch to the Evening Star from St. Petersburg says:

The British destroyer Badger ran in here to make sure that she had sustained no serious damage in the bow ramming and sinking the German submarine U-9, which was sunk in the North Sea. The destroyer's bow was flattened for about thirty feet back to the foremost bulkhead below the water line.

"A member of the Badger's crew said:

"We were cruising off the Dutch coast just before dusk when a suspicious looking object appeared ahead. The command gave the order to ram the enemy and we went at her full speed. The submarine went down under our bows and as we drew off our guns first parting shots at her."

The Badger is one of the class of British destroyers, built under the estimates of 1910. She was constructed at Paisley in 1911. She is 240 feet long and has a displacement of 723 tons. Her Parsons turbines develop 1500 horsepower and drive her to the rate of 32 knots. She carries two 4 inch, two 12 pounders and two 2 inch torpedo tubes. Her complement comprises seventy-two men.

ONE SUBMARINE SANK FOUR CRUISERS.

Berlin (by way of Rome), Oct. 25.—The German submarine U-9, which sank the British cruiser Hawke, returned safely to her home harbor at noon Friday. The survival of the vessel after an adventurous voyage, during which she sent four British cruisers to the bottom, already had been made known.

The admiralty, however, has not yet made public the details of the submarine's latest exploit nor the subsequent cruises, during which apparently she found no further opportunity to launch torpedoes.

It was thought for a time that the U-9 might have been responsible for the sinking of the British freight steamer Glitra of the Norwegian coast, Oct. 20, but such is not the case.

The U-7, which, according to Norwegian papers, destroyed the Glitra, also has returned to her harbor with a report substantially the same as already has been published.

WAS OPHELIA HOSTILE SHIP?

The Hague, via London, Oct. 26, 10:45 p. m.—The German minister here announces that his government has lodged a protest against the seizure by Great Britain of the German hospital ship Ophelia, declaring that act was in violation of The Hague convention.

The Ophelia was taken into Yarmouth, Oct. 19, by a British cruiser, which had picked her up in the North Sea. She was flying the Red Cross flag when boarded. The vessel was fitted with life beds and had a complete equipment for a floating hospital.

RESERVISTS NOT WORTH FRICTION.

London, Oct. 25, 7:27 p. m.—The British government has not given any direct ruling on the question of taking reservists from neutral ships, and it is not expected to do so until the number of reservists becomes so great as to constitute a real military menace. Meanwhile the government feels that the number of reservists is so small that their detention is not worth the friction which it might cause.

WAS TRANSFER OF CREW PROPER?

Honolulu, Oct. 26.—Transfer of the crew of the German power schooner Aetolus, sunk by the Japanese battleship Hizen off this port Saturday, from that warship to a launch of the North German Lloyd refugee steamer Locksun outside the harbor yesterday, has raised questions as to the propriety of this act.

The Locksun is interned here and there is uncertainty as to whether her sending out a launch did not constitute a breach of neutrality, as there were Chinese among the crew of the Aetolus, the possible breach of the immigration law also is involved.

It is understood that the situation has been laid officially before Washington for decision.

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# CREATED BY WAR OF RUSS

ALLIES HAVEN'T FLEET IN THE TOWARD WITH BATTAL

The two out-into the straits. Sea Lord of the British Empire, since the doubt, it has been of joining forces with the Ottoman government to keep Turkey out of the Balkans.

Under stress of and Bezdin, Turkey, they called forth, warships from the Allies, and German from the Allies.

Meantime the States, which have the retirement will be learned by the British sea lord, has been offered such a situation, and although made some progress this afternoon.

In fact, as was more serious operations, from the Allies, and retired military men up to 45 years.

It is announced that men under thirty will be accepted, and retired military men up to 45 years.

Singleton—"Do you believe in the old adage about marrying in haste and repenting at leisure?" Weddery—"No, I don't, after a man marries he has no leisure."

However, nothing troops, who have some rest, and retire in both armies as.