



SVEN HEDIN, NOBLEMAN

SVEN HEDIN, NOBLEMAN. By K. G. OS- SIANNILSON. Translated by HERBERT G. WRIGHT. London: Fisher Unwin. 3s. 6d. net.

No other man of equal prominence in literature and science, in any neutral country, has taken the German side so uncompromisingly and so effectively as the Swedish geographer and traveller, Dr. Sven Hedin. At the beginning of the war he threw the weight of his prestige into the scale of Berlin. His books, his lectures, and his general propaganda were unceasing, and if he has of late expressed his opinions less violently, he has shown no sign of penitence. We were long in fault, in this country, in not paying sufficient attention to his efforts, which are even now very dimly perceived and vaguely comprehended. He has been treated by the British Press partly as a wicked and partly as a comic figure; what has been overlooked is that at one time he was extremely dangerous. A supporter in Sweden of the Allied cause, the well-known poet Mr. Ossiannilsson, whose excellent works are appreciated in this country, has exposed the action of Dr. Sven Hedin in a very vigorous and eloquent treatise, which has been ably translated from the Swedish by Mr. Herbert Wright. The interest of the subject may be as people are fond of saying, academic, but history will recognize in Sven Hedin a not unimportant manipulator of opinion. It is absurd to ignore him.

Writing for Sweden, Mr. Ossiannilsson does not trouble himself to recall certain facts which the general English reader has never known or has forgotten. Sven Hedin, we may therefore remind ourselves, was born in 1865. From the first he came under German influence, and he was educated in Berlin and at Halle. He is really an intellectual product of the latter university. He turned the eyes of a boy towards the Eastern mysteries, and began to travel when he was twenty. His first initiation, however, came in 1880, when he contrived to be attached as Secretary to the Swedish Embassy in the Shah. He escaped from this official chain, and crossed the Pamir plateau on to the deserts of Central Asia. His travels grew more and more spirited, until between 1889 and 1902 he undertook a journey from Kashgar through Northern Tibet, and in the dress of a pilgrim, penetrated to Lhasa itself. This journey awoke general interest in his name, especially in Germany. He had proved himself an intrepid traveller, but his apothecias was not yet.

He disappeared from Europe in 1905, and emerged in Japan in December, 1908. He was now welcomed like a Royal personage, and it is difficult, as we look back over nine years, to doubt that the Western world lost its head about him. He had made great discoveries; he had explored the sources of the Brahmaputra and the Indus. But the welcome he received was, evidently, far in excess of his merits. From Japan he passed to Russia, where he was so obliging as to tell a huge audience in Moscow that the British were to invade the Shah's empire, and to advise the Russians to push for Tibet. None the less, his reception in England was prodigious: he was received by the Sovereign, Oxford and Cambridge showed honors on him on February 17, 1909, at Edinburgh (to cries of "Hooray, hooray" and "Lauder, Lauders"), and finally in London, where he was not having any official connexion with the British Government. His books were issued in large editions, though they were dull to read; vast audiences collected to hear him, though he lectured badly. Finally he was made, apparently in a class by himself, like the phoenix an "Hon. K. C. I. E.," a knighthood unrecognized by Burke or Debrett. (The case of Sir Fritjof Nansen is not analogous, for he is a real and full C. C. V. O.) In short, the British nation had one of its fit of frantic lion-hunting, and allowed Dr. Sven Hedin to fool it to the top of his bent.

He accepted these tributes with a smile, and went on to Paris, where the welcome was more moderate, and then to Stockholm, Vienna, and finally Berlin, where he gave the Government valuable information about the northern frontiers of India and expatiated on the ridiculous unpreparedness of the British army in that country. He was rewarded by unprecedented honors, and he was admitted to the intimacy of the Imperial family. If Sven Hedin is to be believed, and no one in Germany has denied it, he was taken into the innermost confidence of the Kaiser. He went back at last to a Sweden which was by this time deeply gratified by the honor he had reflected on his fatherland, and to a Court which accepted to the full his recommendation of German policy. He was elected one of the Eighteen of the Swedish Academy, although the use of the Swedish language is far from being Hedin's strong point; and, as Mr. Ossiannilsson so sarcastically insists, he was raised, although a Jew of Prussian extraction, to the jealously-guarded ranks of the Swedish nobility. Many months before the war was declared Sven Hedin had been cultivating Swedish sympathy for the German cause, and it is plainly asserted, and is probably true, that when he had been so lavishly entertained in Berlin

the plan of world-conquest had been explained to him. It should be realized that Sweden, in many of its traditions, resembles Germany more closely than any other of the neutrals. There are many Swedes prominent in politics and science, who admit with distress the ill deeds of Germany in Belgium and Serbia, but who nevertheless prefer the theory of *Kultur* to any other. That system is well adapted to the customs of the Swedish people. There is in Sweden a military upper class, which greatly admires and would be glad to imitate the Junkers of Prussia. Sven Hedin addressed himself, with his worldwide reputation, to the full Germanization of this class, and when the war broke out he preached the duty of Sweden's participation with the ardor of an apostle. If Sweden is not to-day another Bulgaria, it is because it possesses a powerful Democratic Party, which has been able, notwithstanding its brilliant in its front, and he accuses it up by saying that the Swedes have made many mistakes of late years. But, he adds, turning to Sven Hedin, "we have had our punishment, and perhaps the heaviest part of the punishment is that you have come to represent us in the eyes of the world." The spectacle of this once illustrious traveller content to become the flunkey of a Prussian *camarilla* is a deplorable one, but it has its diverting features too. The reader of Mr. Ossiannilsson's book will obtain a great deal of out-of-the-way information, and be much amused as well.—The Times Literary Supplement.

THE WEEK'S ANNIVERSARIES

October 6.—St. Faith. Dr. John Key, founder of Caius College, Cambridge, born, 1510; Dr. Nevil Martinson, English trowanser, born, 1732; Proclamation of Treaty of Peace between Great Britain and the United States, 1783; Jenny Lind, Swedish singer, born, 1820; Santa Anna proclaimed himself President of Mexico, 1841; Lord Shaftesbury, President of the Canadian Pacific Railway, born, 1853; Lord Lisgar, Governor General of Canada, died, 1876; Charles Stewart Parnell, Irish parliamentary leader, died, 1891; Lord Tennyson, Poet Laureate, died, 1892; Austria-Hungary annexed Bosnia and Herzegovina, 1908.

October 7.—Lepanto, 1571. William Laud, Archbishop of Canterbury, died, 1573; George Gascoigne, English poet and dramatist, died, 1577; Cape Breton annexed to Nova Scotia, 1763; Boundary Line between Quebec and New Brunswick defined by proclamation, 1763; First Congress of American Colonies met at New York, 1775; King Nicholas I of Montenegro born, 1841; D. Pottinger, I. S. O., Canadian railway manager, born, 1843; Edgar Allan Poe, American poet and author, died, 1849; Louis Napoleon Bonaparte proclaimed Emperor of the French as Napoleon III, 1852; James Whitcomb Riley, American poet, born, 1853; General Christian De Wet, Boer leader, born, 1853; Dr. Oliver Wendell Holmes, American poet, author and scientist, died, 1894; Laurier Cabinet resigned, 1911; Prof. W. W. Skeat, English philologist, died, 1912.

October 8.—Nicolo di Rienzi, last of the Tribunes, assassinated, 1324; John Hancock, American revolutionary leader, died, 1793; Vittorio Alfieri, Italian dramatist, died, 1803; Expedition of the Jesuits from England, 1829; Col. John Hay, American statesman, diplomat, poet, and author, born, 1833; Judge Elbert H. Gary, head of the U. S. Steel Corporation, born, 1846; Alaska formally transferred to the United States, 1867; Lieut.-Col. J. L. McAvity born, 1867; Great Fire at Chicago, 1871; George DuMaurier, "Punch" artist and author, died, 1896; Montenegro declared war against Turkey, 1912.

October 9.—St. Denis. Michael Cervantes de Saavedra, author of *Don Quixote*, born, 1547; Seminary of Quebec founded, 1668; Charter granted to Yale College, 1701; Russia transferred Alaska to the United States, 1867; Rome incorporated with Italy, 1870; President Kruger's to Great Britain, 1895; Fall of Antwerp, 1914.

October 10.—John, Duke of Argyll, born, 1680; Henry Cavendish, English chemist, born, 1731; Benjamin West, English painter, born, 1738; Father Theobald Mathew, temperance ascetic, Ireland, born, 1790; *Edinburgh Review* first published, 1802; U. S. Naval Academy at Annapolis opened, 1845; Hon. George J. Clarke, late Premier of New Brunswick, born, 1857; Lord Reading, Chief Justice of England, born, 1869; Fritjof Nansen, Minard's Liniment Cures Distemper

February, only thirteen merchantmen are shown to have been sent to the bottom last week. The total of all losses to world's shipping since Germany's ruthless U-boat war went into effect aggregate about two thirds of those claimed by the Germans in a statement issued Sept. 1. At that time the Germans claimed that an average of 500,000 tons had been sunk monthly for seven months. The actual total of tonnage sunk compiled here shows that not even during the most successful month for the U-boats—April—have the figures reached any such proportion, while the August losses dropped to almost half the April figure.

SCHOONER-YACHT "AMERICA" SOLD
Boston, Sept. 27.—The famous schooner yacht *America*, original winner in 1851 of the Royal Yacht Squadron cup, now known as the *America's* cup, was sold today to members of the Eastern Yacht Club. It is the intention of the purchasers to preserve the yacht forever as a monument to the yachting championship of the world, the cup she won having been successfully defended in twelve international races, since the cup was presented to the New York Yacht Club nearly fifty years ago. *America* has had an adventurous career since she was built for the syndicate of New York yachtsmen in 1851. She took part in the Civil War as a Confederate privateer, subsequently was a sunken hull in St. John's River, Fla.; a training ship for American midshipmen at Annapolis, and one of the defenders of the cup in the first race in 1870. The yacht has been owned by the family of former Governor Benjamin F. Butler, of Lowell, since 1870, and was sold to-day by his son and daughter, Paul Butler and Mrs. Blanche Butler Ames. She was last in commission in 1901, when she was sailed in the cruise of the New York Yacht Club by Butler Ames.

NEWS OF THE SEA
—An Atlantic Port, September 27.—A report that all persons on board the British steamship *Wentworth* were lost when the steamer was sunk by a German submarine was brought here by passengers on a British steamship which arrived here to-day. The *Wentworth*, of 2,381 tons, was on a voyage from New York to Bordeaux, when, as reported last week, she was destroyed on September 9, presumably off the French coast. The British vessel which arrived here to-day was at the time eastbound in the vicinity of the *Wentworth*. "There were about fifty men in the *Wentworth's* crew, according to officials of the French Line, which had the vessel under charter. Records at the British Shipping Commission's office here show there were thirty-eight persons on board the *Wentworth*, including Capt. A. M. Mackenna, all British citizens. Two, H. T. Lloyd, and H. E. Stone, signed here. The vessel carried no passengers. She cleared on August 17.

—Petrograd, Sept. 28.—The Russian destroyer *Ochotnik* was sunk by a mine in the Baltic on Wednesday. The *Ochotnik*, 245 tons, carrying 615 tons displacement, was built in 1905. She was armed with two 4.7-inch guns and six 6-pounders. Her normal complement was 98 men. —Washington, Sept. 29.—News of the sinking of the unarmed American schooner, *Henry Lippitt*, 895 gross tons, in the war zone, reached the State Department yesterday in a consular report. The crew was saved. The *Lippitt* was built at Thomaston, Me., in 1885. Her home port was Philadelphia.

—A Gulf Port, Sept. 29.—A big British steamer, which left this port Saturday morning, is lying helpless 30 miles off shore, after being battered for some hours by the tropical hurricane which struck the east Gulf coast on Thursday, according to a wireless message received. Agents of the ship declined to give out the nature of the trouble, but it is understood that the vessel's propeller shaft was broken.

—Boston, Oct. 1.—The British steamer *Tanago*, formerly the *Dev of Glamis*, was torpedoed and sunk by a German submarine off the coast of Ireland, according to private cables received here by the local importers. It is believed the crew was saved. The *Tanago* was bound from Glasgow to New York and carried a general cargo. Her gross tonnage was 5,191.

—New York, Oct. 1.—News has been received here of the torpedoing of the steamship *Glenlogie*, flying the Chinese flag, off the Irish coast, by a German submarine, four weeks ago. She had a crew of 100 men, all Chinese, with the exception of the officers and engineers. There were no survivors apparently, and the sinking of the ship, with her crew, was discovered through the papers being washed ashore in Bantry Bay, Ireland. The *Glenlogie* was a three-masted iron screw steamship of 3,757 tons, built on her way from Hankow with a cargo of tea for London.

—London, Oct. 3.—Eleven British merchantmen of more than 1,600 tons each, and two vessels under 1,600 tons, were sunk by mines or submarines, last week, according to the British Admiralty statement made public this evening. "The shipping summary follows:—Arrivals, 2,690; sailings, 2,742. "British merchant vessels sunk by mine or submarine over 1,600 tons, including two previously, eleven; under 1,600 tons, two; fishing vessels sunk, none. "British merchant vessels unsuccessfully attacked including seven previously, sixteen."

This statement of the British Admiralty again lowers the aggregate of British merchantmen sunk by mines or submarines during the week since Germany began her intensified submarine campaign. As against fifteen vessels sunk the previous week, which was the low record since

MINIATURE ALMANAC
ATLANTIC STANDARD TIME
PHASES OF THE MOON
October
Last Quarter, 7th, 6h. 14m. p.m.
New Moon, 15th, 10h. 41m. p.m.
First Quarter, 23rd, 10h. 35m. a.m.
Full Moon, 31st, 2h. 15m. a.m.

TRAVEL
Fall and Winter Time Table
Of The
Grand Manan S. S. Company
Grand Manan Route
Season 1917-18
After October 1st, 1917, and until further notice, a steamer of this line will run as follows:
Leave Grand Manan Mondays at 10 a.m. for St. John, via Eastport, Campbell and Wilson's Beach.
Returning, leave Turnbull's Wharf, St. John, Wednesdays at 7.30 a.m. for Grand Manan, via Wilson's Beach, Campbell and Eastport.
Leave Grand Manan Thursdays at 7.30 a.m. for St. Stephen, via Campbell, Eastport, Cummings' Cove and St. Andrews.
Returning, leave St. Stephen Fridays at 7.30 a.m. for Grand Manan, via St. Andrews, Cummings' Cove, Eastport and Campbell (tides and ice conditions permitting).
Leave Grand Manan Saturdays at 7.30 a.m. for St. Andrews.
Returning same day, leaving St. Andrews at 1 p.m., calling at Campbell, Cummings' Cove and Eastport both ways.
Atlantic Standard Time.
SCOTT D. GUPTILL, Manager.

PORT OF ST. ANDREWS.
CUSTOMS
Thos. R. Wren, Collector
D. G. Hanson, Prev. Officer
Office hours, 9 a.m. to 4 p.m.
Saturdays, 9 to 1
OUTPORTS
INDIAN ISLAND, Sub. Collector
CAMPOBELLO, Sub. Collector
NORTH HEAD, Sub. Collector
Charles Dixon, Sub. Collector
T. L. Trearwater, Sub. Collector
D. I. W. McLaughlin, Prev. Officer
WILSON'S BEACH, Prev. Officer
SHIPPING NEWS
PORT OF ST. ANDREWS
The publication of the usual shipping news in this column is suspended for the time being, in patriotic compliance with the request issued to all papers by the Admiralty.

For Sale
ENGINEER'S TRANSIT THEODOLITE
New, Latest Pattern, with Zeiss Telescope and Trough Compass.
Made by E. R. Watts & Son London, England
For Price and Particulars apply to
BEACON PRESS COMPANY ST. ANDREWS, N. B.
CHARLOTTE COUNTY REGISTRY OF NEEDS, ST. ANDREWS, N. B.
George F. Hibbard, Registrar
Office hours 10 a. m. to 4 p. m., Daily, Sundays and Holidays excepted.

ST. ANDREWS CHURCH—Rev. Father Meahan, D. D. Pastor. Services Sunday at 7.15 a. m., 10.30 a. m. and 7.30 p. m.
ALL SAINTS CHURCH—Rev. Geo. H. Elliott, B. A., Rector. Services Holy Communion Sundays 8.00 a. m., 11.00 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sundays at 7.00 p. m., Fridays, Evening Prayer 7.30.
BAPTIST CHURCH—Rev. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School at 12.00 p. m. Prayers Service, Wednesday evening at 7.30. Service at Bayside every Sunday afternoon at 3 o'clock except the last Sunday in the month when it is held at 7 in the evening.
ST. ANDREWS POSTAL GUIDE.
ALBERT THOMPSON, Postmaster
Office Hours from 8 a.m. to 8 p.m.
Money Orders and Savings Bank Business transacted during open hours.
Letters within the Dominion and to the United States and Mexico, Great Britain, Egypt and all parts of the British Empire, 2 cents per ounce or fraction thereof. In addition to the postage necessary, each such letter must have affixed a one-cent "War Tax" stamp. To other countries, 5 cents for the first ounce, and 3 cents for each additional ounce. Letters to which the 5 cent rate applies do not require the "War Tax" stamp.
Post Cards one cent each to any address in Canada, United States and Mexico. One cent post cards must have a one-cent "War Stamp" affixed, or a two-cent card can be used. Post cards two cents each to other countries. The two-cent cards do not require the "War Tax" stamp.
Newspapers and periodicals, to any address in Canada, United States and Mexico, one cent per four ounces.
Arrives: 12.30 p.m.
Closes: 4.55 p.m.
Mails for Deer Island, Indian Island, and Campbell—Daily
Arrives: 11 a.m.
Closes: 12.30 p.m.
All Mails for Registration must be Posted before 10 a.m. in the Office of the Postmaster.

MINIMIZE THE FIRE PERIL
By Using
EDDY'S
CHEMICALLY SELF-EXTINGUISHING
"SILENT 500'S"
THE MATCH WITH "NO AFTERGLOW"
EDDY is the only CANADIAN MAKER of these matches, every stick of which has been treated with a chemical solution which positively ensures the match becoming dead wood once it has been lighted and blown out.
LOOK FOR THE WORDS "CHEMICALLY SELF-EXTINGUISHING" ON THE BOX
SHERIFF'S OFFICE ST. ANDREWS, N. B.
R. A. STUART, High Sheriff
Time of Sittings of Courts in the County of Charlotte:
CIRCUIT COURT: Tuesday, May 8, 1917, Chief Justice K. B. D. McKegown; Tuesday, October 2, 1917, Justice Chandler.
COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year.
Judge Carleton
The First Week in September
Is the beginning of our busy season, but you can enter anytime.
Send for new Catalogue containing tuition rates and full information.
S. Kerr, Principal
Tuesday, September 4 is the day on which classes will be resumed at
FREDERICTON BUSINESS COLLEGE
Write for information as to our courses of study.
We must have a large number of graduates next year to supply the great demand for office help.
W. J. OSBORNE, Prin. Fredericton, N. B.

For Sale!
Middlings
Cotton Seed Meal
Oatmeal Feed
Bran
Young Pigs
H. O'Neill
LOST or Stolen from "Gillcain" cottage 2, St. Andrews, a jewelled bracelet watch, diamonds and one emerald, watch number 1982,407. Handsome reward for its return to owner, or to the manager of Bank of Nova Scotia, St. Andrews, or for information leading to its recovery. 10-3w.
FARM FOR SALE—About 230 acres at Chamcook, half mile from landing by rail or water. Well-wooded. Pulp-wood and weir stuff. Apply to
TOM GALLAGHER, Chamcook 10-4w.
TO LET—The Cottage Indiana. Furnished or unfurnished. All modern improvements, including hot water heat. Possession Oct. 15th. Apply to
13-1w N. E. FORTUNE.
TO LET—Furnished. Season 1918. Commodious Brick Dwelling, Corner King and Montague Streets, opposite English Church. Eight Bedrooms, 3 Baths, Water and Acetylene Lights. 8ft. F. H. GRIMMER, agent.
WANTED—A capable girl for General Housework. Apply.
14-2w MRS. F. HOWARD GRIMMER.
WANTED at once—Girl for general housework. Apply at the Rectory. 13-1.
WANTED—A household for family of two, to go to St. John. Apply for particulars to
MISS McDONALD, Halliday Cottage 10-3w.

Readers who appreciate this paper and give their friends the opportunity of seeing a copy. A specimen number of THE BEACON will be sent to any address in any part of the world on application to the Beacon Press Company, St. Andrews, N. B. Canada.