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THE CUMBERLAND NEWS.

Devoted Especially to the Interests of Cumberland and Surrounding District.

THE NEWS, TWENTY-FIRST YEAR | CUMBERLAND, B. C. WEDNESDAY, OCT. 27 1915 | SUBSCRIPTION $1.00 A YEAR

Men's Suits

You can depend on fit, style and workmanship when you buy Coppley, Noyes & Randall's Suits; they are guaranteed to give you satisfac- We will be pleased to show you our complete range of Suits and Overcoats made by this firm.

MEN'S NEW STIFF HATS in the newest shape; our price is right Men's Soft Felt Hats—a consignment of the latest American Felts have arrived,

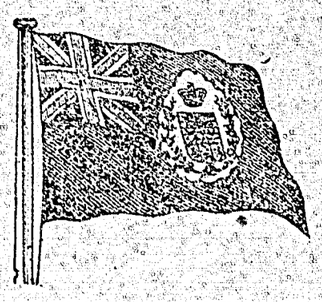
MEN'S UNDERWEAR for the Fall. "Stanfield's" and Penman's at the old price.

Gent's Furnishings

SIMON LEISER

& Company, Limited

Dunsmuir Ave., Cumberland



"VICTORY FOLLOWS THE FLAG"

* * *

NOTES BY GATHERER

What is Canada coming to? Recently, we had the Davidson Commission sitting in Victoria investigating the purchase of the two submarines by Sir Richard McBride, when it was proved that they were built for the Chili Government for $818,000, while Sir Richard agreed to pay $1,150,000 for them, although they had been refused and condemned by the Government of Chile as not being up to the specifications; usually, when there is a misfit, the maker of the article is only too glad to get cost of material, or even lose upon it, if he can find another customer, but Sir Richard evidently seeing in it an opportunity for one of his "grand stand" speculative exhibitions of his patriotism, did not hesitate to spend $232,000 Of The People's Money, more than the contract price, $30,000 of which it was admitted was Mr. Patterson's commission on the deal; astute, as he is considered to be, this smart American, evidently not much the best of the deal, though when he tried his smartness upon the Commission, Sir Charles Davidson brought him up with a round turn. Sir Richard's appeal that the Liberals should not only be represented by Council, but that their leaders and editors should be called and given opportunity to tell all they knew, was not made Until After Sir Charles had ruled that nothing of the kind would be allowed. Still, Sir Charles appears to be far from satisfied that he had heard the truth, when he said, "he would continue the investigation in the East, and if necessary, again return again to Victoria, if he found it advisable to examine further witnesses." No better testimony of the value of a Canadian navy could be given than that of Sir Robert Borden's, at a meeting, at London, Ontario, on September 28th, last, when he said in part, "all we had at that time to defend our Pacific Coast, was one Japanese ship, one British cruiser, one Canadian training ship, manned, I am proud to say, by young Canadians, taken in most cases, from the ordinary walks of life, an authoritative and striking acknowledgment of the service rendered by what the Conservatives were factitiously pleased to call a tinpot havy.

Had it not been for the wrecking of the Laurier Naval Policy by the Borden Government, we should today have had fifteen ships afloat; for it would have given us in 1914 one big cruiser of the "Bristol" class; two torpedo boat destroyers of the approved "Acorn" type, in addition to cruisers, the Niobe and Rainbow and the other smaller war craft in existence for patrol service; also, there could hove been six submarines which would have Been Built in Canada, and which certainly would have been built, as they have become so important an arm of the Navy, and today there would have been still another big cruiser and one more destroyer, if the war had not hurried construction and provided more than these. The official records show that the preliminary call for tenders for vessels for the Laurier Canadian Navy was published in July 1910; seven firms' out of nineteen replies, actually submitted tenders, accompanied by certified cheques, and the condition was that the ships Must Be Built in Canada; one agreed to built at Sydney, Nova Scotia, a dock 1000 feet long, 110 feet wide, 40 feet deep; another to build the necessary docks, etc. at St John, N. B.; another to reopen the old Royal Naval Arsenal at Halifax, N. S. fully equipped and remodelled; another naming the site on the St, Lawrence River, where it would erect the plant. Three others agreed to the time limit and all other stipulations, including building in Canada. So it will be seen that seven firms, some of the largest shipbuilding concerns in the world, were willing to undertake to build a Canadian Navy, with Canadian Workmen and guarantee delivery, which meant that we should now have had a Canadian Navy, and a high business established employing an army of men, had the Liberals been returned in 1911; but in obedience to the understanding with the anti naval nationalists, the Borden Government entirely discarded the Liberal navy shipbuilding, although it had agreed and committed itself to it as a party in 1909. The Conservatives evidently do not believe in supporting home industry—would rather buy foreign made discarded submarines at $242,000 above the contract price for which they were originally built.

GATHERER

SPECIALS

in Ladies' Hand-knit Sweater Sets made-to-order in all styles with Sweater Coat and Toque to match, in shades of red browns, greens, blues, tango, white & black

Special Value in 32 inch FLANNELETTES in neat stripes at 8 YDS. FOR $1.00

Another shipment of Ladies' Fall Millinery in Trimmed and Ready-to-wear Hats in velvets and felts.

Campbell's

Crothers Predicts Scarcity of Labor

Ottawa, Oct., 22.—Hon. T. W. Crothers, Minister of Labor, predicts a scarcety of labor during the coming winter. He states that big employers during the winter months, including the lumber companies, are looking for men and are having a hard time securing them. An appeal is being made to have brought east the men who went west for the harvest.

Ottawa lumbermen and lumbermen in New Brunswick are appealing for men for the winter camps. Last winter the camps had no trouble at getting men at low wages, but this winter it is hard to get them at any price.

The minister states that a new system will have to be inaugurated by the lumber interests if they are to receive any assistance in securing men. The system by which men are compelled to board themselves and make their purchases from the companies' must be abolished he declares. It has been found frequently that at the end of the season the men have been in debt to the particular company by which they were employed. The company must board the men and pay them their wages at the end of each month, the minister declares.

The suggestion has been made by influential lumbermen that aliens in the internment camps be released and put to work in the lumber camps. This will not be considered unless the lumbermen can show that they have done everything possible to secure labor at reasonable wages and have failed.

Death of Mrs. Wm. Potter

The death took place on Thursday last, October 21st, of Mrs. William Potter, wife of Mr. William Potter, of this city, after a lingering illness. The deceased lady had been bed-ridden for the past four months, suffering from paralysis to which disease she succumbed on the above date. The late Mrs. Potter had resided in Cumberland for the past fifteen years, and during that time made many friends and was greatly respected by all who happened to make her acquaintance. Mr. Potter has the sympathy of the community in his sad loss, and The NEWS joins with his many friends in extending its deepest sympathy.

The Reverend Father Mertens officiated, Requiem Mass was held in the Catholic Church on Sunday morning, Oct. 24th, and at 2 p. m. a funeral service was also held in the church, after which the funeral cortege proceeded to the Cumberland Catholic cemetery for interment.

The following gentlemen acted as pallbearers:

Messrs Thomas Carey, Neil McFadyen, Patrick Dunne, Alex McKinnon, A. H. Peacey, Fred Wilcox.

Notice

If the person, who addressed a communication to me, dated October 25th, wherein certain charges are made, will sign his communication, the charges therein made will be fully investigated.

C. J. PARNHAM
Mayor

City Hall, October 27th, 1915.

Householders wishing to have their names on the Voters' List, of the City of Cumberland for the year 1916 must register on or before the 31st day of October, at 5 p. m. The last day of October being Sunday, registration may be made until Monday, November 1st, at 5 p. m.

The street corner at Fourth Street and Dunsmuir Avenue was badly flooded during the heavy rains.

Mr. John Wier, of this office, received a long distance urgent phone message on last Thursday evening from Mrs. Wier, who is in Victoria, requesting Mr. Wier to go down to that city immediately, as her father, Mr. J. H. McGregor who has been ill for some time had got a turn for the worse, the doctor having given him but a few hours to live.

From latest reports Mr. McGregor was still alive, but very low indeed.

CARD OF THANKS

I take this opportunity of thanking all the kind friends for their sincere sympathy on the occasion of my recent sad bereavement in the loss of my wife, and especially beg to thank the Principal and Teachers of Cumberland Public School, also the Trustees and the High School Teacher and his pupils, for their beautiful floral tributes, also outside friends.

WILLIAM POTTER

A choice lot of Ladies' and Gentlemen's Linen Fabric Visiting Cards, put up in neat type any style you want. We will print the above for a short time only, at reduced prices.—THE CUMBERLAND NEWS.

We beg to draw the attention of the readers of this paper to an error which appeared in Campbell Bros., Advertisement in our last issue, regarding the price of Flannelette; it should have read, EIGHT YDS FOR ONE DOLLAR instead of four dollars

Laid at Rest

The funeral of the late Alfred William Saunders, (aged 16 years 8 months and 4 days) only son of Mr. and M. Saunders of West Cumberland, took place on Monday afternoon, at 3 oclock, for interment in Cumberland cemetery.

FOUND — On the Royston road, a Red Setter Dog. For information regarding same, apply to J. Williamson, Mieto, B. C.

LOST—About two months ago, a bull calf, 9 months old; color, red bear with black stripe on body, also spot on forehead. A reward of $5.00 will be paid for the return of same, to K. Kato, Royston Farm.

All kinds of Printing Done on the shortest notice, and with neatness and accuracy, at THE CUMBERLAND NEWS OFFICE.

Agents Wanted for Private Christmas Cards. Ladies or Gents. Samples Free. Large Profits. Chipchase, "Cardex" Darlington, England.

Shrapnel Shells

This Shell is the Deadliest Missile Used in Warfare

It has been calculated that if one man were required to make a shrapnel shell it would take him five days, working eight hours a day, the cartridge case and the powder being already supplied to him. The making of *high explosives is therefore an* extremely difficult business, requiring *the minutest care and precision.* A badly-made shell is more than a shell *wasted or a shell that explodes at the* wrong time. It may destroy the gun from which it is discharged, and in many cases this would be the equivalent from a military point of view of the loss of a hundred men. It is plain, therefore, that inspection cannot be too thorough, for it is conceivable that a battle might be lost through some apparently trifling mechanical defect in the shell. The workmen who are engaged in this business, therefore, are doing quite as much as the men at the front to bring victory to their country's arms.

Shrapnel is named after Lieut. Henry Shrapnel, of the British Royal Artillery, who devised the explosive, having received his inspiration at the siege of Gibraltar in 1781. The first test was made in 1803, and the weapon was used successfully against the French at Vimiera in 1808. The first shrapnel was spherical in form, and was filled with bullets and a bursting charge of power. On occasions rusty nails, stones and all sorts of metallic rubbish have been employed instead of bullets, but when it is possible to get lead bullets or steel-covered lead bullets they are preferred. Shrapnel reaches the maximum of destructiveness, probably, in the famous .75 guns of the French artillery. The shells of this gun are three inches in diameter, and the maximum range is about 8,500 metres, but in general practice the range is about 6,000 metres. The best infantry has an effective range of only about a third of this distance. The shrapnel bullet, moreover, is heavier and therefore more deadly than the rifle bullet.

To make his hit the infantryman must see his mark. The shrapnel needs only the range, for when it explodes it literally sprays a space of 25 by 160 yards with its missiles, which number anywhere from 250 to 375. The rifle bullet at 2,000 yards has nearly spent its velocity. The shrapnel, on the contrary, at the moment it bursts has a greater velocity than on the moment it leaves the muzzle of the gun. In other words, it is as though a couple of hundred infantrymen had been instantaneoulsy transported to the very midst of the enemy and there fired upon them. A shrapnel shell has been called a gun within a gun, and with the exception of the torpedo is the most deadly and complicated weapon that has ever been devised. Contrary to the commonplace the case of the shrapnel shell does not burst when the bullets are discharged. The head of the shell continues its flight, and only after it has come in contact with a solid object does this head, which also is equipped with a number of steel-clad bullets, burst into a hundred fragments. In other words, the modern shrapnel fires twice, once when the time fuse operates, which may be at *2,000 yards, and again when the shell* strikes, which may be a couple of thousand yards further on.

A shrapnel shell, is on the outside, merely a huge cartridge, perhaps 18 inches long and three inches thick. It is discharged by a percussion cap operating on a charge of black powder, which in turn explodes the smokeless powder, which is the real propellant. Half-way down the cartridge, or at the base of that part of it which leaves the gun, is a rim of copper. Being a great deal softer than steel, this copper band when forced through the gun is cut by the steel rifling, and a spinning motion imparted to the shell, which increases the precision of aim. Before the gun is discharged the time fuse is set, and the discharge ignites it. If it has been timed for, say 4,000 yards, this means that after the complete shell has traveled 11½ seconds another charge of black powder in the base of the shell will be exploded.

This is called the bursting charge, and it is this that explodes the bullets which are embedded in a matrix of resin. The reason for thus embedding the bullets is to keep them from moving when travelling through the air; and also because when the black powder reaches the resin it produces a cloud of smoke which marks the point of discharge and lets the observers know if the shells are bursting in the right place. Undisturbed by this explosion in the rear, the head of the shrapnel continues its flight until it strikes a solid object, when there is another explosion more violent than the first, though scattering fewer bullets. To understand the part that shrapnel plays in this war it is only necessary to reflect that 50 per cent. of the wounds caused are by artillery fire. In one day's action north of Arras the French artillery fired [illegible] rounds of shrapnel.

The Newspaper and the War

The opinion is not uncommon with the general public that wars [illegible] as remunerative to the daily newspapers as a rich strike to the prospector. The idea is entirely erroneous. Even if circulation takes a spurt, this is but one item on the credit side of the ledger, and it in no way offsets the many debit items which are the direct or indirect result of the war. The [illegible] must pay increased amounts for cable and telegraph tolls, while war [illegible] stamp in business accompany his activities. The Fourth Estate, a magazine devoted to the interests of the daily press in North America, estimates that the newspapers of the United States [illegible] first year of the war were losers to the extent of $35,000,000 through these different sources, and this in spite of the fact that the United States was not involved. In the light of these facts, it is not surprising that from the purely commercial aspect of the case, the interest of the daily press lies on the side of peace.—Saskatoon Star.

Luxuries For Wounded

The Canadian Red Cross Society in London have received an offer to take the Canadian wounded when they have sufficiently recovered to Norway free of expense and there provide them with fishing.

Barb Wire Injuries

Proper Treatment of Animals With Barb Wire Wounds

This is the season of the year when stockmen are most frequently annoyed with barb wire injuries to their horses. Just a few things to bear in mind at such times have been suggested by Dr. A. S. Alexander, Wisconsin:

"After a barb wire accident do not apply axle grease or any rancid ointment to the wound. Wash the wound thoroughly with warm water. Then clip the hair as close as possible around it, and wash again to remove any hair or other foreign substance.

"When sand or hair has lodged in the depths of a deep cut never use a wet sponge to clean it out. Use a piece of absorbent cotton or cotton batting. There will be much less risk of infection.

"It will be useless to put stitches in a wound that is very deep or ragged, or that is located in a place not in perfect rest when the animal is making natural movements.

"Dry dusting powder has a healing effect on barb wire wounds and other large, moist cuts and abrasions. Such a powder may be prepared cheaply by mixing together equal parts of slaked lime, sulphur, and charcoal.

"Prevent lock-jaw dangers in nail wounds of the hoof by opening them up freely, which provides drainage for serum and pus. Saturate with a solution of corrosive sublimate and water, in the proportion of 1 to 500. Cover with dusting powder, absorbent cotton, and a bandage. This treatment should be repeated daily until the wound is healed."

Revenue From War Stamps

Decrease in Volume of Mail Matter as Result of Economy

The Ottawa Morning Citizen says: "Since the imposition of the war tax on letter and postcards, the volume of mail matter posted in Canada has decreased by about 30 per cent. The war tax was expected to add a little over fifty per cent. to the post office, but, in consequence of the economy practised by the public in the matter of saving on letters, etc., the increased revenue has been considerably less than anticipated.

"In the first four months of the operation of the war tax the department's revenue has increased by $1,100,000, or about 30 per cent., as compared with the corresponding period last year. A large part of this increase, *however, is due to the sale of* stamps for cheques, money orders, etc. The minister of finance estimated last session that the war tax would bring in an additional revenue from twenty to twenty-five million dollars. Present indications are that the special taxes will not aggregate more than half the amount. The net result cannot be exactly determined, in view of the fact that there is no means of ascertaining what the drop in revenue would have been had no extra tariff or stamp taxes been imposed."

Canadian Gallantry

Heroic Deeds of Officers and Men at Ypres Go Without Note

Dr. Benjamin Rand, in a letter to the London Times, claims that too little attention has been given to gallant deeds of individual Canadian officers *and men who fought at Ypres, and* goes on to instance the case of Lance-Corporal Allen of the 10th Brigade, Corp. Allen, he says, was awarded the D.C.M. two *months ago, but the brief* official record of his deeds didn't do him justice, as the following report of one of his superior officers will testify:

"I will give you some idea of what Allen did. Our machine guns were all in one particular strip of trench. In one hour or so all the machine guns were out of action except one. Allen was standing on, so you can imagine what it was when I tell you that he was the only man left in that part of the trench, and it had probably held about forty men.

"He fought at least 30 minutes 'on his own.' He had to set his gun up two or three times, and when it was finally smashed by a shell he went along the trench to the next gun and did the same with that. When the last gun was smashed Allen banged away with his rifle until he was killed. He undoubtedly deserved the V.C."

An Aid to Sleep

"Oddly enough," says a physician, "a cup of hot weak tea or coffee, with plenty of cream and sugar, will often help you to sleep, for the greateful warmth and stimulus to the lining of the stomach, drawing the blood into it and away from the head, will produce more soothing effects than the small amount of caffein will produce stimulating and wakeful ones."

"Food is the best hypnotic ever invented. Broadly speaking, if you have gone more than four hours after your last meal, unless this has been an unusually heavy one, and especially if you have done anything to fatigue yourself, or to draw the blood into your brain, it is best to take a light, hot and attractive supper of some description before retiring. A bowl of hot milk with bread or crackers, an oyster stew, a sandwich with hot milk or chocolate, hot beef tea, or in case *you have been working really hard,* an oyster, a small chop or steak, a plate of good old fashioned cookies, or [illegible] that can be taken to insure prompt and refreshing sleep."

Canada Has Sent 18,000 Horses

Lord H. Cecil, remount inspector, who has been in the west for some time, and has visited all of the centres in the western country, is well known as a judge of horses, having acted in that capacity at many of the exhibitions from Winnipeg to the coast. He stated recently that already Canada has sent over 18,000 horses to England. At present there are very few going owing to the difficulty in securing vessels for transportation. The buying now being done is principally heavy horses for the artillery, and transport purposes. There is practically no demand for saddle horses at the present time, and as these animals are scarce in the east the west will have to be looked to for the supply when they are required.

Learning to Ride

Many a Good Horse Ruined by Harsh Treatment of the Mouth

Far too few boys and girls are properly instructed in the manner in which they should use the reins when learning to ride, or when learning a pony to become useful under the saddle. A reader of the National Stockman and Farmer recently wrote and said: "In your saddle horse column reference is made to 'light hands.' Will you please explain what is meant by this?" The reply made was as follows:

"Through the mouth the rider gains the confidence of his mount, and by the same means the rider imparts a fear on the part of the horse. The mouth is extremely sensitive and many a good horse has been ruined by harsh treatment of the mouth in the handling of the lines. Women are more apt to have light hands than men and that is the reason for many of the successful horsewomen. When a colt gets a sore mouth he should be an object of much concern. The saddle horse should give pressure.

"John S. Rarey, 1827-1866, the noted horse tamer, advocated 'feeling the mouth' at all times. His success was achieved simply by the use of kindness. He taught kindness in handling animals to the people of two continents, and through him, in a great measure, came down to us the principle of 'light hands.'

"It is desirable to permit the horse to make the advances, which is to say that one should take what pressure the horse gives and no more. If he gives none his mouth should be built up by the use of a soft snaffle. It is desirable for a saddle horse to enjoy his work, and he never can do it if he is afraid of his mouth. Extreme mouth pressure should be avoided. When a horse pulls, he generally carries a rider who pulls. The manipulation of the lines leading to the two bits should be a study on the part of the rider, as mouths vary. Riding a horse is not like rowing a boat. You do not have to work your own way. On the other hand it is a secret of successful exhibition ring riders that they permit the horse to do it all. He knows what pressure he wants, and above anything else in the world he appreciates and is responsive to a light, steady and quiet pair of hands. If he fights you, do not fight back; he is of superior strength and will win in the long run.

"A horse studies the rider's hands. This being true how essential is it for the rider to study the horse's mouth. Intelligent horses will resent harsh treatment of the mouth by rearing, *and this is the most dangerous act to* both horse and rider. When in the saddle have your mind upon your work or pleasure, as the case may be, and be as smart as the horse and a little bit smarter if possible. Be patient, be kind, be gentle, and remember that you are communicating to the horse, at almost every step, through the four lines, which to him are nothing more or less than telephone wires. For this reason the saddle horse more quickly than any other type of a horse learns your desires and performs accordingly."

Help the Wounded

One thing this country absolutely owes to the men who are fighting its battles in France and Belgium. Those who are so wounded as to be in any way incapacitated or to lose any part of their earning power must be provided for out of the national funds. There must not be the faintest shadow of a possibility that any man who has lost a limb or had his nerves shattered in his country's service will become dependent upon charity. The war has been in progress for a year. Many of our men have been at the front for six months and longer, and the problem of providing for the crippled is already arising. It must be faced, thoroughly and promptly. Canadian self-respect will make short work of any government which fails to do its full duty on this score. There is no reason why the men should be a burden on the community; there are many trades at which they can earn a good living and feel themselves independent if the necessary training is provided for them and they are supported while receiving it. The time for action is now.—Beck's Weekly, Montreal.

Making Soap From Sugar

The discovery is announced in an Amsterdam newspaper of a method *of manufacture of soap from sugar,* of which Germany has plenty, instead *of from oil,* which is scarce. In the past it has been possible to use sugar *only in soaps that* had little value. By the new method, it is claimed, the soap produced is not only fine and delicate, but it acts as efficiently in salt water as in fresh—a fact that may make the soap valuable for use in the navy. Articles that formerly had to be sent to chemical laundries can now be washed with the new kind of soap. The finest kinds of silks, it is alleged, not only are not harmed by it, but their colors are *brought out brilliantly and as new. In addition, the sugar-soap seems to* be responsible for a minimum of the wear and tear occasioned by the old-fashioned cleansing soaps.

Time Is With Us

The hope of a swift decision with which *Germany began the struggle* has passed away, and victory can only come as the reward of unfaltering purpose and of superior resources. In neither of these respects have we reason to fear. The allies are slower in realizing their potentialities than the enemy, but time is with us, and nothing but falsity to the great trust committed to our keeping can in the end rob us of victory. There will be no failure on the part of the nation. We believe there will be no failure on the *part of the leaders.*—London Daily News and Leader.

Mrs. Mullen did not wish to offend her new cook.

"John," she said to her manservant, "can you find out without asking the cook whether the tinned salmon was all eaten last night? You see I don't *like to ask her because she may have* eaten it, and then she would feel uncomfortable," added the good soul.

"If you please, ma'am," replied the man, "the new cook has eaten the tinned salmon and if you was to say anything to her you couldn't make her feel any more uncomfortable than she is."

Ghosts of the Ocean

Strange Tales of the Mysteries of the Deep

The number of phantom ships is legion. Several of these vessels which were wrecked in close proximity to the scene of the Titantic disaster are even said to reappear in the same spot on certain occasions. The Packet Light is one of these, and the story runs that whenever a storm is threatened a ball of fire emerges from the spot where the ship sunk, which presently forms itself into the shape of a vessel, and then sinks and disappears.

King George V. and his brother, the late Duke of Clarence, when on their cruise in the Bacchante from 1879 to 1882, are stated to have seen the phantom of the Flying Dutchman, and the Duke mentioned the fact in his diary under date of July 11, 1881.

A three-masted frigate is said to haunt the English Channel in the vicinity of the Ower lightship whenever a gale or snowstorm is threatened. Hundreds of people have declared that they have seen the apparition and heard the cries of the ghostly passengers. It is sometimes said to be the phantom of the training ship Eurydice, which went down off the Isle of Wight on March 24, 1878, involving the loss of about 200 lives.

There are a host of vessels which have not been heard of since they sailed, but one of the most marvellous stories concerns the Marie Celeste, a French passenger sailing ship. She was sighted by the British ship Highlander on October 4th, 1875, and in reply to the signals gave the answer "All's well." Two days later when sighted she did not reply. She was boarded, but not a living or dead person was found on board.

Everything was in perfect order; luncheon was laid in the saloon, the personal belongings of the passengers and crew were intact, and a bottle of medicine was found upright on the captain's locker. The log had been kept down to the previous day, but there was no entry to account for the mysterious disappearance of all on board. Nothing was heard afterward of any of the passengers or the crew.—London Standard.

Russian Horse Trade

Russian Horses Enjoy an Excellent Reputation

Noted for their hardihood, stamina, and general soundness—for they are not coddled in their youth—Russian horses certainly enjoy an excellent reputation. They are bred, of course, in immense numbers, and in normal times their export is considerable. During the present war they have proved their utility in the cavalry and other branches of the service; and it is related that the Germans never fancy the job of facing the Cossacks, who ride wonderfully good horses and know how to make the best of them. It is interesting to note, moreover, says the Live Stock Journal (Eng.), that during recent years the export of horses from Russia has shown a decline. Although, for obvious reasons, the official figures for 1914 are not as yet made up, those for 1913 indicate a downward tendency. For example, in the last mentioned year 5,914 horses were exported from Riga as against 5,967 in 1912; and the value of this export is given, roughly as 1,034,000 roubles (1 rouble equals 2s. 1d), so that readers with a head for figures may calculate what these horses—including perhaps, a number of ponies—are worth at the port of shipment. From Liban also comes the same story of a diminishing trade in horses; and writing from that port, Mr. Vice-Consul C. J. Hill states: "The export of horses shows a decrease each year; possibly the competition from Riga may be the cause. As many (if not more) horses are now shipped to the Continent as go to the United Kingdom. Probably the increase in the motor car trade has been the real cause of the falling off." The following figures represent the exports of horses from Liban during the years named: 1911, 7,869; 1912, 6,748; 1913, 5,938; and the value of this trade in 1913 is put down at £41,566, so that the average worth of these animals in the country of production may be got at with greater ease than in the previous suggested calculation. They are capable of doing a great deal of work, notably in harness, and they do not require an excessive quantity of grain to maintain their efficiency. Russian ponies, too, are especially appreciated in certain quarters, having no worksihy proclivities, and being easy to enter for in a general way.

Pocket Money For Prisoners

Canadian prisoners of war in Germany are to receive $1.75 a week spending money. Negotiations between the British and German governments have resulted in an arrangement by which the British government will forward seven shillings a week (approximately $1.75) to each of the soldiers now prisoners of war in Germany.

The money will be sent to the American ambassador, Mr. Gerard, at Berlin, who will see that the money reaches the British and Canadian prisoners. The money for the Canadians, while sent with that for the other British soldiers in Germany, will be provided by the Canadian government.

"Are you a chess player?" a landlord asked a prospective tenant. "I much prefer to have my house occupied by chess players."

"No, I am not a chess player, and I can't account for such a singular preference," replied the would-be tenant.

"It is simple enough," said the landlord. "Chess players move so seldom and [illegible] tion."

"If Germany Wins"

It so happens that in 1914 and 1915 England is fighting for free government and a free press against the stupid arrogance of Germany's feudal system. If England, France and Belgium lose this fight there will be a German empire of many millions for us to fight. *Most of the people who* survive in the allied nations will come here as *political exiles. In ten or* twenty years all of Europe will be Germanized and then will come the war to control Canada and South America. Brooklyn Eagle.

Telephones in War

Network of Wires That Connect the Scene of Operations With Headquarters

The role played by telephone wire in the war—to say nothing of the barbed variety that protects a nearly 3,000-mile battle front—is prodigious. It becomes apparent miles behind the lines strung along all the routes leading to commanding posts, through fields and forests, on tree poles, fence posts, roofs, towers, windmills, forming a network of communications, in which only the trained linemen can see system and order. With aircraft the telephone wire has largely replaced reconnoitering parties and vedettes. There is scarcely a skirmish, battle or artillery attack in which the wire doesn't participate, sometimes in co-operation with aeroplanes, sometimes without.

Each corps of the French army has a certain number of motor car telephone shops, each equipped with two complete telephone installations, with four miles of wire and an adequate number of ground stakes and forked pickets that may be stuck in the bayonet socket of a rifle serving as a temporary pole. Each of these outfits has also its wireless equipment with antennes to reach a height of sixty feet and a dynamo connected with the motor of the car to furnish the current. It requires only a few minutes from arrival of the car to set up the wireless outfit and put it in operation. The enemy's artillery is constantly on the watch for these motoring wiremen and occasionally gets them.

Their work enables observers to utilize captive balloons and every point of vantage—trees, housetops, towers, windmills, straw stacks, or extension posts raised by windlass fifty feet in the air and telephone information to officers or to batteries posted miles behind. Perhaps the most effective work of all is done by the wireless outfits that enable airmen to send back precise information as to the location of the enemy's batteries or concentration of troops.

The wire and the telephone are the first objects of search when the enemy occupies a town or a building. At Compiegne, on their march south after Charleroi, the first care of the Germans was to cut all the wires and destroy all the telephone and telegraphic instruments.

The Germans are said to have wired the entire quarry region between the Aisne and the Oise through their secret agents before the war. At any rate, wherever the French have advanced in that region they say they have found evidences of long preparation for wire communication between farm buildings, cottages, mills, etc., occupied by spies and the German batteries.

The story is told of an infantry picket arriving at an isolated farm house in that region and finding an old woman seemingly alone. They asked for water and food. She swore that she had nothing and insisted that it was useless to search. Reluctantly the preceded the soldiers to a cellar, where there was nothing but a few hogsheads standing on end. One of them, bigger and higher than the rest, aroused the curiosity of the sergeant in charge of the party. In approaching he had the forethought to level his revolver at the top and in this manner get the drop on a man inside with a revolver in one hand and a telephone in the other. All the other hogsheads contained batteries.

Potatoes Thrive After Clover

The cattle that feed knee-deep in clover have nothing on the "spuds" that follow the clover in rotation. Both find that the clover makes pleasant places in which to grow, and furnishes an abundant food supply.

Though potatoes require their food in a different form from that used by the live stock, they use it just as greedily and show as large returns for the amount consumed. Clover turned under, according to one of the state's largest potat growers, affords the best seed bed for the production of large crops of clean potatoes. It is a rule on this grower's farm that potatoes must follow clover. His first crop is cut for hay and the second turned under.

Clover plowed under in the fall not only furnishes fertility, but supplies organic matter and improves the tilth of the soil. On the sandy soils of the state especially large returns have resulted from preparing the land in this way for the tuber crop. If clover sod is to be turned under, additional humus may be added by applying manure in the fall or winter.—Exchange.

Enlarging Kaiser's Responsibilities

The Emperor William, is probably god-father to more boys than any other person on earth, but he is so well able to stand up under the strain that he has issued an order that presently will increase the number of his proteges.

The rule formerly has been that he would assume the responsibility of being godfather to a seventh son, born to any family provided the boy was seventh boy by one and the same marriage. Under this ruling many seventh sons have had to do without the honor, because the mother had been twice married.

The emperor now has modified the rule and announced to any seventh son, regardless of the number of marriages the mother has contracted, provided all seven boys are living.

U.S. Issues Eleven Cent Stamp

An eleven cent stamp, the rate of this denomination to be issued, has been authorized by U.S. postmaster general, Mr. Burleson, to meet the parcel post demand. It is to be distributed to postmasters throughout the country. The new stamp is dark green and bears the portrait head of Benjamin Franklin.

The new stamp is designed to meet the demand for one stamp to cover insurance and C.O.D. charges on parcel post matter. In addition, all parcels for local delivery weighing twelve or thirteen pounds carry eleven cents postage, as do parcels weighing seven pounds in the first and second zones.

"We'll make a night of it," declared the Bostonian. "We'll have a feast of reason and a flow of soul."

"All right," assented the New Yorker; "I've never heard of them cabaret features, but they sound good."

Despatch Rider

Hair-Raising Experiences of Little-Known Service at the Front

As its scope expands with one's knowledge of it, and the deeper one gets involved in its intimacies, the despairing conviction grows that it will require the artists, historians, and philosophers of several centuries to make anything of this war, says H. M. Tomlinson, in the London Daily News.

For the man now in the midst of it, however clear his conviction as to what it is even the contemporary public wants, the task is about hopeless. He sees daily so much the public would be cheered to hear, and gets glimpses of factors in the affair of considerable importance to historians.

Yet even at this distance he can hear London asking insistently the anxious and paramount question, oblivious of all else, "How are things going?" Common sense, out of abundant evidence, tells him things are going well enough. But how can he convey even that simple truth? Most of the evidence, for the present, is within his knowledge because he is privileged.

A few days since, when searching for facts concerning a recent attack on a German trench, we came upon the grave of a German soldier only just then filled in. This man only died instantly of a bayonet thrust.

"A curious thing about that," commented an officer. "The German was a huge, scowling man, and he was tackled by a youngster of ours, a slim little fellow, really, no match for him. But the German—it was who died, and I remember his face afterwards. He might have been asleep dreaming of some wickedness. Later I found our men buying him most carefully."

But this respect for the dead is general. I know of a sniper of ours who, trying out one night in the open, got an unsuspecting German, and then was so troubled by the presence of an enemy no longer dangerous that he took the risk of going for a spade and returning to bury his foe.

Indeed, if a war correspondent had the virtues and knowledge combined of Kipling, Dr. Fraser (he of the "Golden Bough"), and Bernard Shaw he might be able, in inspired moments, to present you with Tommy at war in Flanders, and well you would like him; but you can see what a job it is.

By the side of a street in the ruins of Ypres today, for instance, was one of those young men who wear armlets of blue and white, who are always sitting on motor cycles, and who streak across this land like comets. They are "signals." They are owned by the R. E. One never speaks to them, because it is useless to address remarks to comets.

There is just a noise approaching from behind, and then a cloud diminishing in front. I am told they travel at twenty miles an hour, but all I know is the shells rarely catch them. This man himself admitted it, after he had unwound a cocoon of wire from the hub of his back wheel.

"One caught me once," he corrected himself after some thought, "but that was by a trick. I was coming through this town last April, during the second bombardment, all out, when a big, high explosive made a crater in the road ahead of me just as I came along, and in I went and was crumped."

He was a Cambridge man, who presented himself early in the war with his machine and has been conveying messages ever since. There are relays of these riders between G.H.Q. and the headquarters of brigades. He told me he was thoroughly enjoying life. As he does not hear shells coming, owing to the noise of his machine, he does not alight to find cover, but goes straight on, and therefore they miss him. Anyway, there he was to prove it.

That young man (from what he told me), if he had a golden pen and could dip it in lampblack and lightning, could make something of his experiences. He was in the great retreat, and had to push along in the direction from which others were coming fast; and he was mixed up in the great advance. But his really "hairy time," to use his own phrase, was in the second battle of Ypres; "The first time, you know, I ever saw that jolly town."

He didn't know the way through it to Hooge and beyond, but there were shells exploding everywhere, and the houses were falling about him. People were running anywhere and the things lying about the streets were not pretty. He found his address at last, but he could not find his man. You have to find your man if you are a dispatch rider. The shells are nothing.

He found his man at last in a dug-out, and for two hours they waited for the place to go. The signal wires had already gone. Then the ammunition went, and then everybody went, accompanied by a great storm of shell, and the men didn't care what happened, for they were both fatigued and choked with gas.

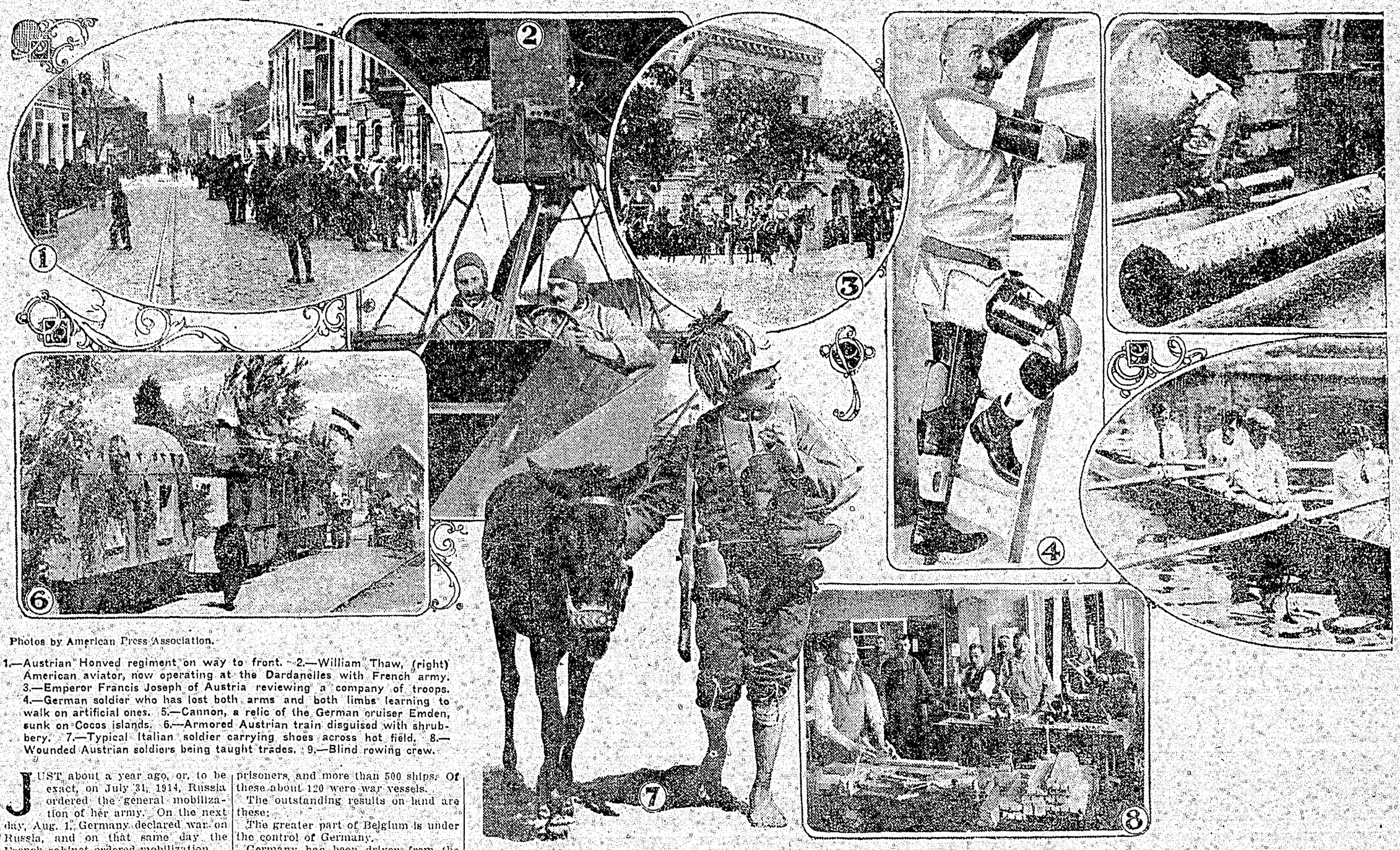
In all the prolonged and anxious time during that second battle only one dispatch rider of my friend's section was lost, and he was found, poor fellow, beside his machine, unwounded, but suffocated, for he had ridden through the poison gas till he had no more breath, and then had slipped off and died.

Beyond my dispatch rider, there shows another subject for adequate treatment which now it is never likely to get. He himself suggested it. It had made a terrible impression on his mind—the collapse and the burning of Ypres and the flight of its civilians. There is a sight when the whole city was in flames, the walls were roaring as they fell, and the shells were blowing out the flaming heart of the place. The roads out of it were thronged with fugitives, their footsteps lighted by the flames of the hell from which they were trying to escape. There were screams and horrible cries, lost children, running and shouting in fear, and soldiers dropping spent beneath the frantic hoofs of cattle.

A certain editor recently received from a lady some verses, daintily tied up with pink ribbon, and entitled, "I Wonder If He'll Miss Me?" After reading them he returned the effort to the sender with the following note:

"Dear Madam: If he does he ought never to be trusted with firearms again."

No Signs of Peace First Year of War



Photos by American Press Association.

1.—Austrian Honved regiment on way to front. 2.—William Thaw, (right) American aviator, now operating at the Dardanelles with French army. 3.—Emperor Francis Joseph of Austria reviewing a company of troops. 4.—German soldier who has lost both arms and both limbs learning to walk on artificial ones. 5.—Cannon, a relic of the German cruiser Emden, sunk on Cocos islands. 6.—Armored Austrian train disguised with shrubbery. 7.—Typical Italian soldier carrying shoes across hot field. 8.—Wounded Austrian soldiers being taught trades. 9.—Blind rowing crew.

JUST about a year ago, or, to be exact, on July 31, 1914, Russia ordered the general mobilization of her army. On the next day, Aug. 1, Germany declared war on Russia, and on that same day the French cabinet ordered mobilization.

Thus the war now raging over all Europe has celebrated its first birthday and has developed nothing that looks like peace. On Aug. 2 German forces entered Luxemburg, and the kaiser demanded free passage through Belgium. Two days later England sent an ultimatum to Germany demanding the observance of Belgium's neutrality, which was rejected on the day it was received. German troops then attacked Liege, and President Wilson issued the first neutrality proclamation.

The war to date, according to conservative estimates compiled from the best available reports, has caused a loss to the various belligerents of more than 6,000,000 men, dead, wounded and prisoners, and more than 500 ships. Of these about 120 were war vessels.

The outstanding results on land are these:

The greater part of Belgium is under the control of Germany.

Germany has been driven from the far east.

A part of the Dardanelles is in the possession of the allied troops.

Part of France and Russia are in the possession of German troops.

A small strip of Alsace has been taken from Germany.

On the continent of Africa parts of territorial possessions have been lost by both sides.

Various island possessions of Germany have been taken by the forces of the allies.

Italian troops are in possession of a strip of Austrian territory.

Losses in Sea Battles.

The outstanding results at sea are these:

German and Austrian mercantile shipping has been driven from all the open seas.

German and Austrian war vessels, having a total displacement of approximately 257,000 tons, have been destroyed.

War vessels of the allied nations, having a total displacement of approximately 192,000 tons, have been sent to the bottom.

The greater portions of the German and allied fleets in the North sea remain intact.

Except for communication through Holland and the Scandinavian nations, Germany is cut off from the rest of the world.

Efforts on the part of the Germans to place the British isles in a similar predicament have resulted in the sinking by submarines of hundreds of vessels flying the flags of the allied and neutral nations.

The sinking in this manner of the Cunard liner Lusitania with the loss of more than 100 American lives precipitated a request upon the part of the United States that such practices, in so far as they might menace Americans, be stopped.

The First Land Operations.

By Aug. 17 the first British expeditionary force had completed its landing in France, and on that day there began also a fierce battle on the Jadar between the Austrian and Servian troops. Victory was with the Servian arms after five days of fighting, and the Austrians were routed.

In the meanwhile the battle of Lorraine had opened, and the German troops had entered Brussels, the Belgian capital.

A few days later, Aug. 23, the victorious Germans entered Namur and began an attack on Mons, defended principally by the first British expeditionary force. The next day the British troops began a retreat from their position, and from then on until Sept. 12 the German troops drove through France under the leadership of General von Kluck. Zeppelins bombarded Antwerp; the French were forced to evacuate Muelhausen; the Germans took and swept over Longwy and reached Senlis, thirty miles from Paris, where the columns swung to the eastward. The French government fled to Bordeaux.

In the meanwhile German and Austrian troops had met the Russians. A victory at Krasnik was announced by the Austrian government on Aug. 23, while on Aug. 29 the German army under General von Hindenburg defeated another Russian force at Tannenberg. Part of Louvain was burned by Germans on the same day that the Japanese blockade of Tsingtao was begun. The blockade was maintained more than two months before Tsingtao surrendered.

Two days after the French government moved to Bordeaux the battle of the Marne was begun, a few hours before Russian troops succeeded in occupying Lemberg, the capital of Gallicia.

Germans Forced Back.

Before the French and British troops the Germans in France were forced to retreat as far as the Aisne. Events of the next few days included the bombardment of Rheims by the Germans and the sinking by a German submarine of the British cruisers Aboukir, Cressy and Hogue. On the same day the Russian troops attacked Przemysl and took Jaroslaw.

British troops from India were landed from transports at Marseilles on Sept. 26 and were immediately dispatched to the northward. Before their arrival at their destination the Germans had inaugurated a siege of Antwerp, which resulted in the Belgian government days later the bombardment of Antwerp began. The Belgian government remained at Ostend for about a week and then removed to Havre, France. Forty-eight hours later the Germans captured Ostend. Meanwhile the allied troops occupied Ypres. German assaults upon the allied lines between Ypres and Nieuport continued for a week and then weakened.

During the latter part of October the British Dreadnought Audacious was sunk off the Irish coast; the Russians successfully attacked Lodz and Radom, driving out the invading Germans. Turkey joined the war at that juncture by naval operations in the Black sea. Odessa was attacked.

MRS. ROBERT LANSING, NEW "FIRST LADY" OF THE LAND

WITH the appointment of Robert Lansing as secretary of state the figure of Mrs. Lansing looms large upon the social horizon of Washington, for the wife of the premier, is ex officio, an important personage, and none the less in this instance, as Mrs. Lansing is a bit of a personage in her own right.

As the daughter of John W. Foster, one time secretary of state, she has had large experience of official life here and abroad. She is thoroughly versed in the customs of Washington society and fitted to assume the role of leader of the official contingent.

Mr. and Mrs. Lansing make their home with Mr. and Mrs. Foster in Eighteenth street. As Miss Eleanor Foster, Mrs. Lansing was a belle of the capital during the days when her father headed President Harrison's cabinet. She is an unusually handsome woman, graceful, charming, aristocratic and is considered one of the beauties of the cabinet contingent.

While Mr. Bryan was secretary of state it was the tendency to speak of Mrs. Bryan as the "social arbiter" of Washington officialdom and, since Mrs. Wilson's death, "first lady of the land." Mrs. Bryan never cared to advance this claim because Mrs. Thomas Riley Marshall, wife of the vice president, and Miss Margaret Wilson, the president's daughter, were entitled to the distinction by all canons of official etiquette. Likewise Mrs. Lansing will evade and ignore this distinction, but there is no law on earth that will keep the society folk from referring to her as the "first lady."

A contrast of Mrs. Bryan and Mrs. Lansing is interesting just at this time. Mrs. Bryan is a woman whose interest centers entirely in her husband and in her family and is inclined to agree with her husband that the social side of statecraft is of small consequence. Mrs. Bryan was only too glad to avail herself of the official mourning for Mrs. [illegible] from all entertaining not absolutely necessary and to evade as much social responsibility as possible. Moreover, although intelligent, cultivated and traveled, Mrs. Bryan, until her husband entered the cabinet, had scant knowledge of official life.

[illegible] on being more of a domestic woman than a society woman. She has gone in for studious things, being a lawyer in her own right, and is a model of domesticity.

In contrast to Mrs. Bryan, Mrs. Lansing has wide and intimate experience of life in the great capitals of Europe, and her long residence in Washington has familiarized her with the peculiar social problems of the place and with the farreaching effects of the social side of diplomacy and statecraft. However, she is not a "society" woman in the usually accepted meaning of the term, which implies empty headedness and irresponsibility. Indeed, her entertaining in the past has been conservative in character. She has found much time for reading and study and takes keen and intelligent interest in the great questions of the day.

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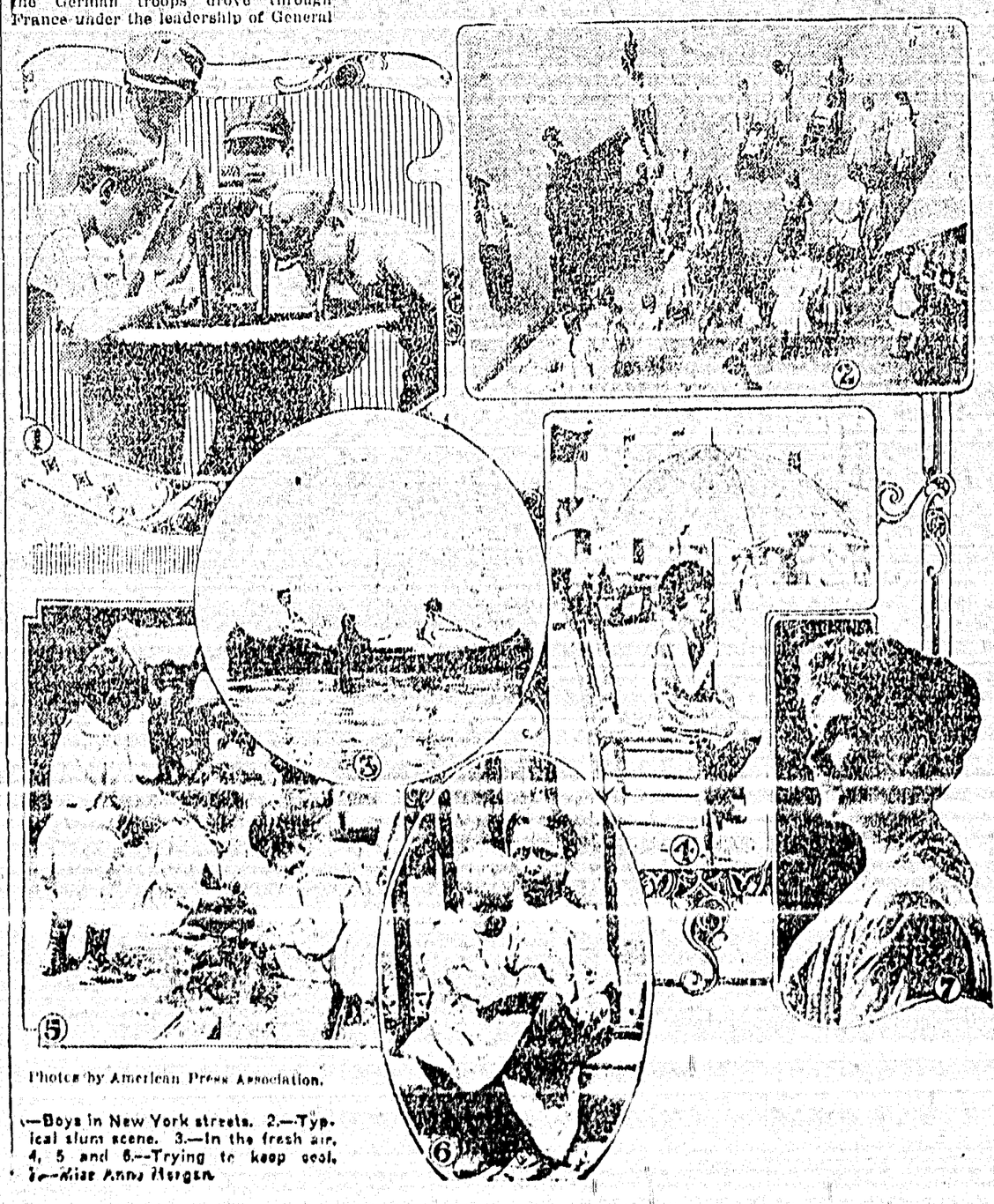
MRS. ROBERT LANSING.



Photos by American Press Association.

1.—Boys in New York streets. 2.—Typical slum scene. 3.—In the fresh air. 4, 5 and 6.—Trying to keep cool. 7.—Miss Anna Morgan.

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LIQUOR ACT, 1910.
Section 42.

NOTICE is hereby given that, on the 1st day of December next, application will be made to the Superintendent of Provincial Police for renewal of the hotel licence to sell liquor by retail in the hotel known as the Willows Hotel, situate at Campbell River, in the Province of British Columbia.

Dated this 29th day of September, 1915.

CHARLES THULIN
Applicant

NOTICE is hereby given that on the first day of December next application will be made to the Superintendent of Provincial Police, Victoria, for the renewal of the hotel license to sell liquors by retail in the hotel known as the Wilson hotel, situated at Union Bay B.C.

ALFRED RAPER HORNE

Dated September, 29, 1915

NOTICE is hereby given that on the first day of December next, application will be made to the Superintendent of the Provincial Police, Victoria, for the renewal of the hotel license to sell liquors by retail in the hotel known as the Woodhus Stopping Place, situate at Oyster River, in the Province of British Columbia.

ANNIE WOODHUS.

Dated September 29, 1915.

NOTICE is hereby given that on the first day of December next application will be made to the Superintendent of Provincial Police, Victoria, for the renewal of the hotel license to sell liquors by retail in the hotel known as the Nelson hotel, situated at Union Bay, B.C.

JOHN FRASER.

Dated September, 29, 1915

NOTICE is hereby given that on the first day of December 1915, application will be made to the Superintendent of Provincial Police, for a renewal of the wholesale liquor license upon the premises known as Lot 24, Subsection 1, Nelson District.

PILSENER BREWING COMPANY.

Dated October 20, 1915

NOTICE is hereby given that on the first day of December next, application will be made to the Superintendent of Provincial Police, Victoria, for renewal of the hotel license to sell liquors by retail in the hotel known as the Horlot Bay hotel, situate at Horlot Bay, B. C.

ALBERT ROSS
Applicant

Dated October 15, 1915.

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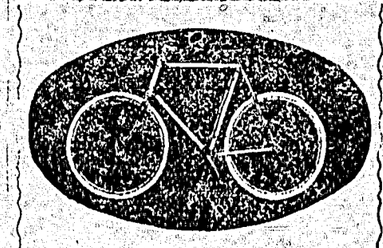
LIQUOR ACT, 1910.
Section 41.

NOTICE is hereby given that, on the 1st day of December next, application will be made to the Superintendent of Provincial Police for renewal of the hotel licence to sell liquor by retail in the hotel known as the Malaspina Hotel, situate at Lund, in the Province of British Columbia.

FRED THULIN
Applicant

Dated this 14th day of September 1915.



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