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Gdynia and Danzig Commercial Rivals

Danzig.—After a brief period of quiet, rumblings are again noticeable in the relations of the Free State of Danzig with its neighbor, Poland.

The writer went on a sight-seeing expedition under the auspices of a couple of Polish guides. On trying to enter a certain building the party found every difficulty put in its way, until two of its members explained discreetly that they were leaving for London in a few hours. English? Yes? All difficulties immediately vanished.

Apart from the facial question, Danzig, though no longer incorporated in the Reich, is unmistakably German; there are certain economic issues which cause annoyance. Danzigers are aroused by the progress of the upstart port of Gdynia created on Polish soil not 20 miles away. They also resent somewhat the "intrusion" of Polish business men.

Reasons for Rivalry

Among the major questions which have agitated Polish-Danzig relations may be cited the affair of the pillar boxes—trival in itself, but involving the question whether Poland had a privileged position in the town as well as in the port of Danzig—and the affair of the Westerplatte, where Poland tried to establish an ammunition dump to the great indignation of the Danzigers, who declared the dump would be a menace to safety.

Both cases went to the League, with the result that Poland won a tempered victory in the first, and Danzig in the second. The pillar boxes are still there, and the observant traveler who arrives at Danzig by sea will still pass a secluded spot at the entrance to the Vistula Canal guarded by a Polish sentry.

It is not easy to decide to what extent the danzigers are right in thinking that Gydnia is depriving them of business. Danzig has a number of unemployed, but so has the German port of Stettin, further to the west. The capacity of Danzig Harbor is limited by the length of the wharves around which the town is built. It would be an extremely expensive business to expand the port beyond its present size.

Gdynia Able to Expand

Gdynia, on the other hand, is being built on the open sea and can expand indefinitely without great difficulty, and for an outlay not prohibitive. Its present capacity is about 2,000,000 tons of cargo a year and rapidly developing. The population is 30,000,000 and the annual natural increase nearly 500,000.

Nowhere in the world perhaps will you see so many children, and the natural resources of the country are scarcely scratched. Given peace and reasonably good government, there is little doubt that in the years to come both Danzig and Gdynia will be taxed to their utmost capacity to deal with growing volume of tranic.

Apart from this, however, it must be said that Danzig itself was partly responsible for Poland's decision to have a port of its own. During the war between Poland and the Soviets in 1920, Danzig, on the plea of maintaining its neutrality, refused to unload some cargoes of munitions destined for the Polish army. It is probable that even without the incentive of avoiding similar trouble for the future, Poland would have decided to have its own port on its own territory, but it is undeniable that the action of the Danzigers made a probability into a certainty.

Danzig's rival, or collaborator, is built on what the world calls 'the Polish corridor,' but which the Poles prefer to describe as Pomorze. The Poles justify their possession of this region by the fact that the inhabitants are of Slavonic origin and therefore are a kindred race, but there is no doubt that the existence of this narrow neck of land, running north and south and separating East Prussia from the rest of Germany, is a cause of considerable irritation to the latter.

On the other hand, if it did not exist there would be an exactly similar strip of territory running east and west and dividing Poland from its coveted contact with the sea. As things are at present, travelers passing from one part of Germany to the other across the corridor find themselves subjected to some inconveniences, such as being loked in their compartments while the train is on Polish territory. If the corridor were the other way round, it would be the Polish travelers who would encounter difficulties.

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CASTORIA
FOR QUICK, HARMLESS COMFORT
Children Cry for It
FOR CONSTIPATION, DIARRHEA, FEVERISHNESS

Hebrides May Renew Kelp Manufacture

Oban, Scot.—About 70 years ago, the manufacture of kelp from seaweed was an important industry in the Hebrides. Two experts, representing important French interests, have just concluded an examination of some parts of the Hebridean coast, with a view to arriving at a decision as to the prospects of reviving the kelp industry in the Western Isles. These experts believe that, as the exact type of seaweed needed for the industry grows in great abundance on rocks adjacent to the coast of the isles, the industry if conducted efficiently would undoubtedly be successful.

Formerly the kelpers of the Hebrides cut the seaweed off the rocks and towed it to shore, but later the workers used weed torn by the waves off the rocks. According to the visiting experts, the seaweed should be cut off the rocks to secure the best chemical yield, and rock surfaces at different points of the coast were inspected to discover whether a weed-cutting machine as used by kelpers in France could be used in the Hebrides.

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Mothers who keep a box of Baby's Own Tablets in the house may feel that the lives of their little ones are reasonably safe during the hot weather. Stomach troubles, cholera infantum and diarrhoea carry off thousands of little ones every summer, in most cases because the mother does not have a safe medicine at hand to give promptly. Baby's Own Tablets relieve these troubles, or if given occasionally to the well child they will prevent their coming on. The Tablets are guaranteed to be absolutely harmless even to the new-born babe. They are especially good in summer because they regulate the bowels and keep the stomach sweet and pure. They are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

"I understand he was half-seas over."

"No, only twelve miles out."

Peace

We shall never know what it is to live in peace until we know what it is to live in the present . . . We need all our energies for the fulfillment of present duties.—Goulburn.

From twelve to fifteen years is old age for a monkey. Of course longevity depends to some extent on the species. Occasionally a monkey will live to be more than twelve years of age. A Moor monkey recently died in the National Zoological park at the age of twenty-one years.

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TO gain thirty pounds in three months, and win back health and strength was the happy experience of Mrs. Margaret Brethour of Cornwall, Ont., who gives all the credit for it to Dr. Williams' Pink Pills.

"After the birth of my baby, I was in the hospital four months," she wrote, "and came home weighing only sixty-five pounds. I began taking Dr. Williams' Pink Pills and it wasn't long until I weighed ninety-five pounds and my general health was of the best. Every Spring since then I take the pills as a tonic, and wouldn't be without them, no matter what they cost; I strongly recommend them to all mothers."

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Germans Hoped To Retain Navy After Armistice

Sailor Describes Scene at Scapa Flow as Allied Vessels Surrounded Fleet

Men of Verge of Mutiny

Long Imprisonment Let to Quarrels Aboard Craft

Berlin.—On June 21, 1919, Admiral von Reuter ordered the sinking of the German battleships which were at Scapa Flow. Richard Stumpf, a sailor, describes in the "Vossiche Zeitung," Berlin, this event.

"In the 'patriotic courses' which we had to submit to in the fall of 1917 we sailors often discussed what should happen to the English fleet 'after our victory.' Some thought we should use the British battleships to increase the German navy, while others, the moderates, pleaded for sinking all enemy ships. Any other possible solution did not seem to exist.

"Even when the German request for an armistice became known we still remained so incredibly naive. The enemy demanded that our battleships should remain locked up in neutral harbors. We thought: "After peace has come the ships will go home again.' This optimism prevailed even after the united Allied navies had locked us up in the Firth of Forth.

"A manifesto of the chief of the navy, countersigned by the chief of the 'Soldiers' Council,' decreed on November 18, 1918, that all battleships should be disarmed within a week. If this condition were not fulfilled Heligoland would be occupied by the Allies and other retaliatory steps taken.

"I doubt that we ever worked as intensely during the World War as in those days of November, 1918. Our ships were ready to fight at almost a moment's notice; but to demobilize them ompletely required gigantic efforts.

"On November 17, my ship, the Heligoland, was completely disarmed. Thousands of fine yellow bombs lay on the pier, and our vessel lay fully a yard higher on the water because it had become so much lighter.

"The neutrals, with the exception of Spain, didn't seem to want to lodge our vessels. Finally it was said that the English insisted our vessels should first be searched in one of their war harbors and then would be sent to some 'prison.'

Gathered for Last Trip

"On November 19, most of the German nevy, especially all modern battleships, gathered for their last trip together. A dense autumn fog made navigation difficult and not one of us was glad that day. No sailors' band played. There were altogether thirty-two ships. The admiral's vessel was the battleship Frederick the Great on which Admiral von Reuter, upon the wish of the English hoisted his admiral's flag.

"On the morning of November 21, the first English vessels appeared and a big cruiser traveled ahead of us to indicate the route through the 'prison frontier.' We saw American battleships and even a French cruiser stationed there. When the fog lifted, we saw an impressive and yet depressing sight. The German navy was surrounded by Allied war vessels.

"Around noon, the English chief, Admiral Beatty, ordered by wireless: 'The German flag must be taken down and cannot be hoisted any more without permission.'

"Two days later each single German war vessel was examined from top to bottom. The entire German crew had to go on deck during the time, and all doors had to remain open. Only after this investigation had taken place were we told about our 'prison ports' and then lost all hope of being sent to neutral horbors.

"Several days passed before everything was arranged. The exceedingly monotonous service soon resulted in a great deal of homesickness among the German crew. The British understood this and therefore reduced the rew from 200 to twenty men, according to the size of the ship.

"Men were prohibited to go from one ship to another, and none could go on shore. The fear of Bolshevist infection must have been the reason. But later on our relations grew more friendly. The decree never was recalled. The mail was our only connection with home; but it came only with great delay since the British looked over all letters.

"Because of our long imprisonment the crews on the various German ships grew very irritated, and there were quarrels between the so-called radical and moderate elements. Admiral von Reuter arranged with the British admiral for a signal which would serve to call the British to aid if there should be any mutiny on a German ship

"When the peace negotiations approached their end we came to know that the Allies would not return our vessels to Germany. The English press spoke about sinking them in a solemn ceremony in the presence of all Allied navies.

"The tension among us grew intolerable. We all thought that Germany would not accept the peace treaty and that there would be war again on June 21.

"It was easy to sink our battleships. A single man could do that. He just had to open the valves, turn one certain 'flood valve,' and then the water streamed in. In peace times we had practiced that a good many times and had accomplished it in half a minute.

"So we hoisted the war flag at noon on June 21, and a few minutes later our ships sank. Unfortunately, the British fired, because they were so excited, and six sailors were killed."

The tiger's a treacherous, vicous, malicious,
Farecious, atrocious untrustworthy cat;
He's agile and brawny and striped black and tawny,
And Bengal in India's his habitat. Asiatic
With cunning dramatic, this beast
Goes growling and prowling with fiendish intent;
He slinks through the jungles and seldom he bungles
A job when on foraging business he's bent.
This never pacific, horrific, rapasious,
Sagacious, gosh-awful carnivorous Cat
Attacks and devours his prey at all hours,
From elephants down to mere man —think of that!
If ever you go where you're worse off than nowhere
The jungle of Bengal so wild and remote),
Remember my warning, both evening and morning,
Beware the big cat with the beautiful coat!

Extremes

He that had never seen a river imagined the first he met to be the sea; and the greatest things that have fallen within our Knowledge we conclude the extremes that nature makes of the king. Montaigne.

Unselfishness

To be unselfish is everything, especially in love and friendship, was my highest pleasure, my maxim, my discipline.—Goethe.

No one exempt from talking nonsense; the misfortune is to do it solemnly.—Montaigne.

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Listeners

He who can give a proper hearing to what is said, and avails himself of it, is superior to one who comprehends everything by his own intellect; for the one has only comprehension, while the one who takes good advice has action also.—Zeno.

Minard's Liniment—Used for 50 years

Senator Key Pittman closed a novel with a bang. "These post-war novelists,' he said, "write about nothing but the amours of married men. Their married men are always successful in their armours. Well, in real life, as a matter of fact ,the opposite is the truth. "You remember the anecdote about the married man whose wife said as they were leaving the restaurant: "George, I didn't like the way you stared at that blonde in red." "No," said George. "Neither did she." "Another married man in a restaurant, when his wife took him to task for staring at a girl, put on a sentimental look and said: "She reminds me of you, darling." "Then," said his wife tartly, "why not stare at me instead?"

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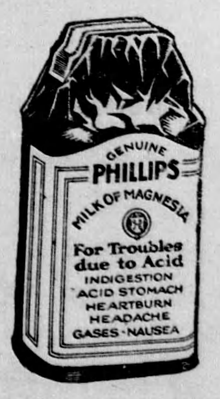
Original letter on file for inspection.

Kruschen Salts is obtainable at drug and department stores in Canada at 75c. a bottle. A bottle contains enough to last for 4 or 5 months—good health for half-a-cent a day.

Acid Stomach



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It is more honourable to the head, as well as to the heart, to be misled in our eagerness in the pursuit of truth, than to be safe from blundering by contempt of it. S. T. Coleridge.

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