

ED, DEPRESSED

ual Condition of
led With Anemia.

Medical term for
blood, it may arise
causes, such as lack
of food, improper
of work, poor
of the body and
after slight exertion,
ness and a tendency
ing of the feet and
taste for food. All
may not be present,
m indicate anemia,
be promptly treated
Pink Pills. These
rich blood, which
strengthens every
part of the body.
Pills have made thou-
sands of people bright, active
and following is one of

Mrs. Phillips, wife
Phillips, Princeton, Ont.,
ago, while living
in England I fell a
ill. The usual compli-
and soon I became but
my former self. My
I had been a former nurse
experience, tried all
the suggested, tonic
kinds were tried, and
did their best for me,
wall, and a continued
and death were looked
parents decided to join
Canada, and it was
pected that the ocean
imate and new condi-
me. For a time I
temporary benefit, but
again as ever. I was
ess, and the extreme
rally hopeless appear-
condition called forth
ons of sympathy from
we made in our new
n. Ont. Later a friend
Dr. Williams' Pink
enough in a condition
to have little to
ided to do so. After
sided to enjoy my food,
normally, and began to
interest in life as I felt
more running in my
Williams' Pink Pills
a complete cure, and I
count health. My hus-
of this parish, and I
ended the use of the
number of people with
to come into contact
in the husband's ministry,
now what Dr. Williams'
do."

may be had from any
letter, or by mail at 50
c per box for 12.50 from
Mrs. M. J. Williams, Brock-
ton, Ont.

stuff." Said Gissing.
in the Bookman's
personal recollection of
ng, whom he met many
a golden party in St.

MAN'S MESSAGE
TO WOMEN

troubled with weak, tired
aches, backache, bearing
and bladder weakness, con-
stipation, pain in the
or irregularly, bloating
enlargement of the
of internal organs,
desire to cry, palpitation,
dark rings under the eyes,
interest in life, I invite you
ask for my simple method of
cure with the little
and postpaid. Also references
ladies who gladly tell how
restored their health and
this method. Write to-day,
Mrs. M. J. Williams, Brock-
ton, Ont.

Appellin Puzzlers.

ending of his life is a Zepplin
being to us? At its wreck-
ing a sportsman's canoe re-
sulted in a rescue both leave
the difference between the
and a Zepplin. One is
a kite, and the other is a
car.

Liniment Cures Garget In

Our Moral Codes.
Moral codes were invented not
for men for heaven or for Ho-
were invented by men who
too good themselves to pro-
hibitions from people who were
worse. There are great dif-
in human beings as to the
of knowledge and wisdom
of possess, but there is small
in regard to the amount of
of morality that they man-
fully shewn in Forum.

over can tell. The girl who
one man in a thousand may
pretend that she didn't select one
her 999.

PROBING INTO
LATE TRAGEDY
AT QUEENSTON

Testimony of Passengers Con-
dicts the Statements Made
by the Motorman.

EXPERT'S WORDS

Said the Brakes and Reverse Were
in Good Order After
Accident.

Niagara-on-the-Lake, Dec.—That
even with the overload of picnickers,
the steep grades and curves, and the
slippery condition of the rails, the
street car tragedy at Queenston three
weeks ago could have been prevented,
was the positive statement of an elec-
trical engineer and car expert during
the course of the further investigation
of the accident here to-day.

Throughout the day the evidence
on certain points was directly at var-
iance with that of Motorman Boyd,
the Crown representative, N. F. Dav-
idson, directing his chief attention to
testing Boyd's record of his efforts to
stop the car after it began to run
away. Until the latter part of the
afternoon the evidence tended to show
that, despite the statement that the
reverse went on time after time, lock-
ing the wheels, there was no jerk to
the car.

It was from W. H. Horton, electrical
engineer for the Niagara, St.
Catharines & Toronto Railway, that
Mr. Davidson secured the most illus-
trating evidence. Horton inspected
the wrecked car after the smash-up
and, according to his evidence the
brakes and reverse were in working
order, and the braking power of the
car sufficient.

Another feature of the day's evi-
dence was the positive statement of
Albert E. Hopkins, of Toronto, that
he had been on the vestibule of the
car with the motorman, and had
talked with him. Boyd, at the first
session of the inquest, declared un-
der oath that he was alone in his
vestibule and talked with no person.

That even after the car started
with its tremendous load the tragedy
might have been averted was shown
by the evidence of Dr. Thos. Cowling,
of Grant street. Cowling was one
of those who failed to get on the first
car. He waited for the second,
which, with only half a load, caught
the other of the first safety switch.
He had then suggested to the conduc-
tor that some of the passengers might
be transferred to the second car.

"The only answer I got was a cyni-
cal smile," stated Cowling, adding
that the conductor seemed chiefly
occupied in collecting fares.

COUNSEL WERE BARRED.

The progress of the investigation
was facilitated by the decision an-
nounced by the coroner at the open-
ing to restrict the examination and
cross-examination of witnesses to the
Crown prosecutor. The coroner's or-
der was anything but acceptable to
counsel for the railway, and the crew
of the fatal car, but, after a warm
argument, in which they condemned
the decision as unjustified and unpre-
cedented, they had to accept the new
order of things. Thereafter they sat
in dignified silence, and when the
opportunity was given later for cross-
examination, they refused to avail
themselves of it.

The first evidence taken was that
of Albert E. Hopkins, of Toronto,
whose story was in many respects an
absolute contradiction to that of Boyd,
the motorman. Hopkins is the young
man who stood in the front vestibule
with the motorman, but of whose
presence there Boyd had no recollection.
To-day Hopkins declared positively
that not only did Boyd see him
there, but talked to him. At the start
of the run the motorman had observed
that he had a big load on, that if the
whole car was loaded like the front
there would be 175 people on.

The witness told the car suddenly
picking up speed after passing the
junction switch. He said the motorman
remarked, "She is gone." Hop-
kins said that the motorman put on
the reverse and threw the controller
right around. Then the switch over-
head blew out.

Hopkins said he did not feel any
jerking as the reverse went on. He
declared that the car had gained
speed steadily until it had reached a
speed greater than he had known on
anything but radial cars. When the
fatal curve was reached the car seemed
to leap right off the rails.

Mrs. Kitty Dyson and Miss Alice
Greig, both of Toronto, gave evidence
as to the overcrowding of the car.
Dr. Cowling told of vainly attempt-
ing to find room on the car.
"There was absolutely no attempt to
regulate the crowd," he said. "No per-
son seemed to be in charge—that was
what struck me as peculiar. I did not
see either the motorman or the conduc-
tor."

Dr. Cowling waited for the next car,
which was only partly filled. It caught
up to the first car at the safety
switch.

"I had heard of other cars jumping
the tracks," said the witness, "so
while we were standing there I sug-
gested to the conductor that it would
be good policy to take some of the
people off and put them on the second
car."

"The only answer I got was a cyni-
cal smile," he said. "It could easily
have been done at the safety switch,
the passengers could have been trans-
ferred."

AN EXPERT SPEAKS.

Superintendent Garrett, in charge of
the Queenston section, was questioned
as to the absence of a sand plunger,
referred to by the motorman, but he

could throw no light upon the matter.
If the car was properly equipped the
plunger should have been there. He
had made no enquiry as to why it was
not there.

Mr. Davidson asked about the effect
of putting on the reverse and locking
the wheels—which according to the
motorman was what had happened.
Garrett said there would be some jerk.
Repeating the operation was a good
method to stop a car. Giving it a suc-
cession of jerks should bring it to an
abrupt stop.

The superintendent was put to some
shifts to meet the questions by Mr.
Davidson as to whether the road was
a dangerous one. His final admission
was that "there were elements of dan-
ger in it."

The witness subscribed to the theo-
ry proposed by one of the car crew
—that a heavy load did not increase
the danger. His idea was that the
heavier weight held the car down.

The superintendent thought the
wrecked car was "one point." There
was no question more closely he ad-
mitted that he would have relied on
sand to give him a good rail.

DIFFER ABOUT WEEDS.

Hubert Mack, superintendent of
track and line, was questioned as to
the condition of the track, he de-
clared that he had examined it the
next day, and had found nothing
wrong. There was nothing he could
suggest in the way of track alteration
to minimize the danger of such an ac-
cident. On his inspection he had found
the track clear of weeds. Alfred
Johnson, a trackman, corroborated
this statement. He had been clearing
the weeds away on the day of the
accident; they were not interfering,
Hugh Constable Boyd took a different
view of it. He stated that he had
found considerable weeds at one curve.

The evidence of Horton, engineer,
threw a sidelight upon one point that
has yet to be cleared up. When the
wrecked car was examined the con-
troller was set at "one point." There
was no way, he said, of telling defi-
nitely whether this was the position of
the controller when the car took its
plunge, since it might have been
moved in the smash.

"With the controller as you found
it, do you think the reverse would
have any effect with the trolley pole
off, as we know it was?" asked Mr.
Davidson.

"No, sir," stated Horton. "It couldn't
have done anything." He supplemented
this by stating that all that the
motorman was supposed to have done
would have had no effect on the car
if the controller had been in the posi-
tion it was afterwards found to be.

In stating his opinion that the
brakes and reverse should have been
enough to hold the car, Mr. Horton
did not qualify his statement when
Mr. Davidson introduced the factor
of heavy load and slippery rail.

Horton gave partial support to the
theory enunciated by company em-
ployees that the weight of the load
made no difference on the action of
the brakes. He thought that with a
medium good rail the heavier load
would help the control. He did not go
so far, however, as to apply this to
the situation the evening of the
tragedy. Horton attached more im-
portance to the use of sand than the
company men, giving his opinion that
the use of sand was a distinct help.

Horton, in reply to questions by Mr.
Davidson stated that he did not think
the car could have skidded a large
part of the way as was stated by the
motorman. If it had the wheels would
show the effects of it. There would
also have been noticeable jerking in
putting on the reverse.

EMBARGO STANDS

Britain Will Not Raise Bar
Against Our Cattle.

London Cable.—In the House of
Commons Donald MacMaster asked
the secretary of the Board of Agri-
culture whether in view of the in-
creased price of food he would re-
move the restrictions on the importa-
tion of Canadian cattle. Mr. Ackland
replied that the restrictions applied
to cattle other than those intended for
slaughter at the port of landing and
the board was not at present pre-
pared to introduce legislation to remove
them.

"With regard to the importation of
fat cattle from Canada, upon which
there is no embargo," said Mr. Ack-
land, "the president is considering
what arrangements can be made for
the creation of foreign animal wharves
for the reception of such cattle, in
form of trade having practically ceas-
ed of late years."

Mr. MacMaster—Is there any evi-
dence of disease among Canadian cat-
tle?

Mr. Ackland—No, but the House
ought not to forget that Canada has a
long, coterminous frontier with the
United States, and there is a certain
amount of disease in the United
States.

CROOKED TURKS

Their Support of Cyrenaica Rebels
Appears to be Proved.

Rome, via Paris, Cable.—News-
paper despatches received from Tunis
say that an allied warship captured a
large Greek sailing ship off Cape
Matapan and towed it into Bizerta.
Five Turkish officers are declared to
have been found hidden aboard the
ship, which was laden with provisions
and arms and ammunition intended
for the rebels of Cyrenaica. On search-
ing an officer, who seemed to be the
leader of the expedition, a letter is
said to have been found from the
Sultan of Turkey to the Grand Sen-
cousi rebel chieftain.

The despatches say that the French
authorities are maintaining the great-
est reserve concerning the seizure.

SHORT ITEMS
OF THE NEWS
OF THE DAY

White Star Liner Arabic Sails
From New York, Protected
Against Sub's Shell Fire.

RAN ON REEF

Welland Canal Guard Drowns,
and Case Looks to be
Suspicious.

An unidentified man was killed by
a train at the Toronto Union station.
The White Star liner Arabic left
New York protected with sandbags.
The Germans declare that they have
sunk 295 ships in the war zone to date.

A citizen of Lyons, France, killed his
wife because she persisted in praising
the Germans.

Canadian and British prisoners were
reported to be well treated in the
camp at Stendal, Germany.

Word was received that Pte. David
Moncur, of Toronto, had been killed
while a prisoner of war in Germany.

Mrs. D. Palmer, of West Dunwich, 70
years of age, took a mixture of paris
green and carbolic acid.

Wm. E. Peck, a well-known hotel-
keeper in Western Ontario, died sudden-
ly at Chatham, aged 71 years.

Merritt Hoffman, dairyman, of Or-
well, dropped dead while delivering
milk at a factory in Aylmer.

It was announced in the British
House of Commons Wednesday that
the new invention branch of the War
Office is now in operation.

The women of Bracebridge, by en-
tertainments and personal giving, have
raised \$1,586 for Red Cross help, and
have sent a McLaughlin motor am-
bulance, fully equipped. Their work is
still going on.

The Foreign Office denied in the
British House of Commons a state-
ment published recently that American
cotton seized by the British authorities
is being reshipped to be resold in neu-
tral ports.

Mayor Moore, of Renfrew, having
resigned his seat in Council a fortnight
ago, W. E. Smallfield, editor of the
Mercury, and ex-Mayor, was elected
to the office by acclamation.

Thomas Perrault, disappeared Tues-
day night at Welland, and the finding
of his coat and hat beside an open
window of the Riverside Mill leads to
the belief that he has committed sui-
cide by jumping into the river.

While entering Thunder Bay, the
steamer J. H. Prentice, bound for Al-
pena, ran hard aground on a reef be-
tween North Point and Sugar Island.
She is out almost her entire length
and will have to be unloaded before
she can be moved.

The body of Pte. Leonard Bellamy,
of the Welland Canal guard, who dis-
appeared while on duty on the west
wall of the aqueduct Saturday night,
was found Tuesday night floating in
the canal at Port Robinson, five miles
north of here, by the guard on duty
at that post.

LIKE SPIDER
WITHIN WEB

Is Russia's Situation in Standing
Off the Germans.

London Cable.—Telegraphing
from Petrograd, the Morning Post's
correspondent says:

"There is a marked difference in
the manner in which the Russians
are dealing with the attacks on the
northern and southern fronts. The
latter is the scene of hard fighting,
inch by inch, and the Germans have
made no general progress here, but
are making prolonged pauses over
the greater proportion of their front
in order to detach reinforcements
for the purpose of bringing into line
the backward sections.

"They are fighting in tropical heat,
which makes even existence burden-
some. The Russians have not yet been
put to any severe strain, and deal
with the German attacks faithfully
wherever they are delivered. More
than two-thirds of this front, name-
ly, from the Vistula to the Wieprz,
is quiescent.

"General Boehm-Ermolli's forces
have again succeeded in getting
across the Bug at the same point on
which they made a previous advance,
namely, between Sokal and For-
letszk. They doubtless will be dealt
with as before by capable Russian
cavalry. In any case, the nature of
the country to the right of the Bug
promises little for the enemy's en-
terprise.

"The Niemen-Dvina front is still
the potentiality of the future. For the
present the only conflicts there are
those between cavalry patrols and
advanced pickets. The Russians are
merely watching, and not opposing
the German advance. I might liken
the Russian positions to that of a
spider in his web. Whenever the
enemy attacks the position is prompt-
ly taken on; whether to let him con-
tinue to entangle himself or to dis-
patch enough forces, either to smash

the attack or to compel the enemy
to bring up more strength.

GERMAN LOSSES TERRIBLE.
London Cable.—"Although it is
possible the present German drive
may fall as the attacks on Bolimow
failed last January, the roar of guns
and the arrival of wounded have con-
vinced the population of Warsaw
that the situation is critical," says
the correspondent of the Times in
that city, in a despatch filed Satur-
day.

"Failure to hold the Russian lines
should be discounted, although it
should not be accepted unconfirmed.
Reports from the battle zone im-
mediately to the north are encourag-
ing. Heavy attacks by the Germans
are being broken and their losses are
terrible."

IN ARMENIA.

Petrograd Cable.—via London,
Cable.—The following official state-
ment was issued to-night at the head-
quarters of the army of the Cau-
casus:

"In the coast region there have
been successful operations by our
advance guards.
"The Turks are concentrating very
strong forces in the direction of
Musah (in Armenia) 85 miles south-
east of Erzerum, and as a result we
have suspended our westward move-
ment, concentrating on prepared
positions."

ASKED POPE
TO MEDIATE

Kaiser Appealed to Him to Settle
Trouble With the States.

His Holiness Refused Owing to
Submarines' Course.

Rome, Cable.—It is learned here
to-day that the Minister of Prussia ac-
credited to the Holy See who recently
has been living in Switzerland, has
conveyed to Pope Benedict a proposal
from the Kaiser suggesting that the
Holy See offer to mediate between
Germany and the United States, and
promising to abide by the Pope's de-
cision if mediation should be ac-
cepted.

It is further reported that the Pope
replied that he was unable to offer
mediation because he resides in a bel-
ligerent country where Germany's rep-
resentatives cannot come, and because
of condemnation of submarine war-
fare, he could not pass upon a matter
involving its justification. The Pope
informed the Kaiser that his efforts
were devoted to shortening the war
and lessening the horrors.

The Pope called attention to the fact
that as the Holy See was neutral it
could not assume the arduous task of
settling controversies between the
powers. He suggested, therefore, that
the Kaiser submit the question to The
Hague tribunal.

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the Kaiser submit the question to The
Hague tribunal.

MANSLAUGHTER
AGAINST SIX

Charges Laid in Connection With
Eastland Catastrophe.

Federal Probe Opens—Crew Cal-
led Incompetent.

Chicago Report.—Governmental ef-
forts to place the responsibility for the
capsizing of the steamer Eastland in
the Chicago River last Saturday got
under way to-day, with the convening
of the Federal grand jury, and the
opening of the investigation by the
steamboat inspection service under the
direction of Secretary of Commerce
Redfield.

Plans for both of these inquiries
were completed at conferences which
lasted nearly all night. Among the
first of the witnesses to be called be-
fore the grand jury will be William H.
Hull, general manager of the company
owning the Eastland, who arrived in
Chicago this morning in response to a
subpoena.

Indictments based upon the sections
of the Federal laws are planned, it
was given out after the conference.
One of the points to be laid before
the grand jury is the competency of
the crew of the Eastland, reports of
investigators indicating that many of
the members of the crew were unfa-
miliar with nautical affairs. Evidence
supporting a charge of negligence was
also presented to the grand jury.

The county grand jury, which ad-
journed yesterday, after a conference
between Secretary of Commerce Red-
field and States Attorney Hoynes, was
reconvened this morning, and the re-
port of the coroner's jury recommend-
ing that six persons be held was laid
before it. A charge of manslaughter
is recommended by the coroner
to-day against William H. Hull, gen-
eral manager of the company owning
the Eastland; Harry Petersen, captain
of the Eastland; Joseph Nericksen,
chief engineer of the Eastland; Walter
K. Greenbaum, general manager of the
Indiana Transportation Company, which
chartered the Eastland; Robert
Reid, and Charles C. Eckloff, steam-
boat inspectors at Grand Haven, Mich.
The jury declared that the Eastland
was "both improperly constructed for
the service employed, and improperly
loaded, operated and maintained, and
that the parties named are responsi-
ble."

It is quite possible to save yourself
a lot of trouble by getting rid of it.

ARE RAISING
MACHINE GUNS

Campaign Throughout Country in
Growing More General.

Many Planning to Man Them,
When Secured.

Ottawa Report.—The latest offer
of a machine gun, this time with
eight men to man it, is contained in
a message received to-day by Hon. T.
Chase Casgrain from the railway mail
service of Winnipeg. The message
was as follows: "The Railway Mail
Service, Winnipeg district, offer the
Postmaster-General one machine gun
with eight men to man same if ac-
ceptable. Mail clerks have subscrib-
ed \$1,000 already, more expected, the
same to be deducted from salaries of
clerks, five dollars each month, names
will be forwarded by mail."
"The offer has been accepted by the
militia authorities."

St. Catharines, Ont. Report.—A
committee of citizens has been ap-
pointed to raise funds for the pur-
chase of a number of machine guns
for the Canadian soldiers. Already
Mr. J. B. Chaplin, of the Welland
Vale Manufacturing Co., has donated
one for one complete gun, and the
employees of the Metal Drawing Co.
here, numbering 282, have subscribed
\$1,000 for the purchase of a second
one, and a fund of nearly \$500 has
been subscribed by the citizens to-
wards the purchase of another.

Guelph Report.—The school in-
spectors of the province, 100 in num-
ber, who are taking a two weeks'
course of instruction in agriculture
at the O. A. C., gave a practical de-
monstration of their patriotism to-
day. They decided by a unanimous
vote to subscribe the sum of \$1,000
for the purchase of a machine gun to
be presented to the Militia Depart-
ment.

London, Ont. Report.—Steps were
taken here to-night to inaugurate a
machine gun raising campaign in
London and Western Ontario under
the auspices of the London Board of
Trade. Such action was recommended
by the executive of the board to-night
and a gun will probably be contrib-
uted by the board itself. A big pub-
lic meeting is to be held in the city
Friday night, when full arrangements
will be made with a view to interest-
ing firms and individuals of the city
and district in the proposal to buy
quick-firing guns for the Canadian
troops.

Galt, Report.—Mrs. Young, widow
of the late Hon. James Young, to-day
informed Mayor Buchanan that she
wished to present a machine gun to
the most modern kind to the Cana-
dian overseas forces.

"I cannot send a man to fight, but
I want to do something to help the
Empire, and machine guns seem to
be badly needed just now."
The Mayor will attend to the de-
tails in connection with the purchase
of the gun.

London, Ont. Report.—The Lon-
don Free Press and its employees are
donating a machine gun to the 32nd
battalion, which is in training here
under Lieut.-Col. Alex. Wilson for
overseas service.

St. Thomas Report.—It has been
decided the machine gun that is to be
purchased by the citizens of St. Thom-
as for the 25th Regiment will be used
for training purposes here until a gun
company is ready to go to the front
with it.

Brantford Report.—The women
of Paris raised, in less than three
hours yesterday, over \$1,900 with
which to purchase a machine gun.

HOT DEBATE ON
CONSCRIPTION

British Commons Hears Wounded
Members Demand It.

While Labor Leaders Defended
Voluntary Plan.

London Cable.—In the debate in
the House of Commons yesterday on
the question of conscription, the im-
mediate necessity of this measure was
urged by two Liberals, Captain Gust,
who is aide-de-camp to Field Marshal
French, and Josiah Wedgwood, who
returned wounded from the Darda-
nelles.

"When are those who have not
come forward going to bear their fair
share?" asked Captain Gust, which
question was greeted with cheers
from the Conservatives. He asserted
that England ought to produce enor-
mously greater numbers of troops and
supplies of ammunition.

In reply, James H. Thomas, the rail-
wayman's leader, maintained that the
volunteer system had succeeded en-
tirely, and that no industry was able
to spare more workers. The Welsh
coal strike showed the futility of try-
ing to coerce the workers.
Mr. Wedgwood said:

"We can buy from America; let the
Englishman fight. I do not say that
conscription is necessary yet, but I do
say that what we want is a declara-
tion from the Prime Minister that, if
circumstances require, he will not shy
at that possibility.
"What we want in this country
more than money and shells, is a lead-

er. For God's sake give us a man who
will look without fear of the enemy
question. Believe me, the whole world
from Vancouver to San Francisco
is looking to see if we can develop a
leader who can lead, and can shape
into lines with the new conditions."

He praised highly the conditions in
France as a result of conscription.
Germany now recognized the French
as its chief opponent, he said, and
would be prepared to offer France
peace on any terms, which would be
a great temptation.

This declaration drew a bitter at-
tack from William Llewellyn Wil-
liams, who said that the statement
that the volunteer system was a fail-
ure was a calumny on the country,
and that there could be no more dan-
gerously suggestion than that France
might be tempted to break her alli-
ance.

Mr. Wedgwood explained that Great
Britain ought not to inflict the con-
scription on her ally.
"We got 3,000,000 men voluntarily,"
declared Mr. Williams.
"Out of 12,000,000," interrupted
Major Archer-Shee.
The debate ended with a sharp ex-
change of personalities.

HUN ATTACKS
IN THE WEST

Recaptured Some of Ground Lost
in Last Few Days.

But French Make Gains in the
Mountains, Too.

London Cable.—The Germans have
again attacked the French in the Vos-
ges and in Artois, near Souchez, in an
effort to regain trenches lost during
the last few days. In the former re-
gion they claim to have recaptured most
of the positions on the Lingekopf crest,
but the French, on the other hand,
announce the conquest of two Ger-
man blockhouses to the east of the
Lingekopf.

At Souchez the Germans succeeded
at first in establishing themselves in
their former trenches at three different
places. French counter-attacks, how-
ever dislodged them from most of the
ground they had won. According to
the report issued in Paris, the Ger-
mans eventually remained in posses-
sion only of twenty yards of a sa-
lehed.

So far as the rest of the western line
is concerned, "comparative calm" pre-
vails.