

First Period Examinations For Town Schools.

Following are names of those making 75 per cent and over on First Period Examinations arranged in order of merit.

HIGH SCHOOL. ALGEBRA

Grade 11. [Wilbur Rideout, Mabel Clark, Harriett Gray, Mary Balmain, Gretchen Smith] Wilfred McManus, Grace Everett, [Ralph Holyoke, Daisy Rogers, Hazel Atherton] Dorothy Smith, Mary Johnson, Frank Risteen, Grade 10. (Edith Smith, Alice McPhail, Helen Slipp, Susie Sharpe, Hubert Seely) Aurilla Gibson, Gladys Glidden, (Leonard Slipp, Robena Flewelling, Georgie Plummer, Bertha Sprague) Mildred Smith, Lyman Flemming, (Wilbert Kelly, Basil Watson, Mary Cogger, Faye Stekoe) Bessie Shaw.

Grade 9. (Helen Hagerman, Muriel Smith) (Edith Ellis, Wilmot Seely, Raymond Graham, Katherine Jarvis) (Dorothy Dickenson, Winnifred McCunn, Hugh Kearney) Helen Pringle, Gretchen McGibbon, [Donald Rankin, Dorothy Risteen] Oscar Hemphill, Irene King, Mary Fewer, Douglas Mooers, Margaret Peabody.

Grade 11. Wilbur Rideout, Mary Balmain, Harriett Gray, Frank Risteen, Mabel Clarke, Wilfred McManus.

Grade 10. (Susie Sharpe, Hubert Seely) Leonard Slipp, Mary Cogger.

Grade 9. Gretchen McGibbon, (Helen Pringle, Wilmot Seely) [Maggie Green, Katherine Jarvis] Winnifred McCunn, Muriel Smith, Donald Lindsay, Irene King, Mary Fewer, Donald Rankin, Helen Hagerman, Edith Ellis, (Dorothy Risteen, Margaret Peabody, Jennie Flemming, Hugh Kearney.)

Grade 11. Mary Balmain, Mabel Clarke, (Harriett Gray, Grace Everett, Frank Risteen) (Wilbur Rideout, Dorothy Smith) Gretchen Smith, Wilfred McManus.

Grade 10. [Susie Sharpe, Hubert Seely, Robena Flewelling, Alice McPhail] Lyman Flemming, Bertha Sprague, John Savage, (Mary Cogger, Mildred Smith.)

Grade 9. (Katherine Jarvis, Vernon Holyoke) Edith Ellis, Maggie Green, (Helen Hagerman, Wilmot Seely) Winnifred McCunn, Hugh Kearney (Donald Lindsay, Earl Strong, Dorothy Risteen) [Helen Pringle, Dorothy Dickenson] (Oscar Hemphill, Irene King) Douglas Mooers.

Grade 11. Harriett Gray, Mary Balmain, Frank Risteen.

Grade 10. Hubert Seely, Susie Sharpe, Leonard Slipp, Gladys Glidden.

Grade 9. Wilmot Seely, Katherine Jarvis, Helen Pringle, Winnifred McCunn, Helen Hagerman, Donald Rankin, Irene King, Gretchen McGibbon, (Muriel Smith, Maggie Green,) Dorothy Risteen, Mary Fewer, Dorothy Dickenson, (Howard Rogers, Margaret Peabody, Douglas Mooers).

Grade 11. (Ralph Holyoke, Harriett Gray, Mary Balmain,) Frank Risteen, Grace Everett, Wilbur Rideout, Daisy Rogers.

Grade 10. (Hubert Seely, Leonard Slipp, Susie Sharpe) (Mildred Smith, Gladys Haly) Kenneth Shaw, [Basil Watson, Lyman Flemming] [Wilbert Kelly, Ella Kearney] Helen Slipp, [John Savage, Alice McPhail] [Gladys Glidden, Aurilla Gibson] Edith Smith, Georgie Plummer.

Grade 9. Katherine Jarvis, [Raymond Graham, Donald Rankin] [Hugh Kearney, Maggie Green] Vernon Holyoke, Earl Strong, Winnifred McCunn, Oscar Hemphill, (Helen Hagerman, Howard Rogers) Gretchen McGibbon, (Dorothy Risteen, Irene King) Helen Pringle, Carleton Fisher, Edith Ellis, (John Wallace, Douglas Mooers) [Mark Kelly, Donald Lindsay] Margaret Peabody, Jennie Flemming

Grade 11. Mary Balmain, Daisy Rogers, Mabel Colpitts, Gretchen Smith.

FRENCH. Grade 11. Harriett Gray, Frank Risteen, Mary Balmain. Grade 10. Hubert Seely (Leonard Slipp, Susie Sharpe) Wilbert Kelly, Basil Watson, Robena Flewelling, Miriam Dunphy, John Savage, Helen Slipp, Mary Cogger, Gladys Glidden, Lyman Flemming.

ORIGINAL GEOMETRY. Grade 11.—Mary Balmain, Frank Risteen, Harriett Gray, Grace Everett, Wilbur Rideout.

AVERAGE. Grade 11. Mary Balmain, Harriett Gray, Frank Risteen, Wilbur Rideout, Grace Everett, (Gretchen Smith, Mabel Clarke).

Grade 10. Hubert Seely, Susie Sharpe, Leonard Slipp, Robena Flewelling, Gladys Glidden, Helen Slipp.

Grade 9. Katherine Jarvis, Winnifred McCunn, Maggie Green, Helen Pringle, Edith Ellis, Wilmot Seely, Helen Hagerman, Hugh Kearney, Gretchen McGibbon,, (Irene King, Dorothy Dickenson) Donald Rankin, Dorothy Risteen, Vernon Holyoke, Oscar Hemphill, Douglas Mooers, Mary Fewer, Donald Lindsay.

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Why the Germans Want Calais.

The New York Sun, in explaining the reason for the desperate efforts the Germans have been making to break through the Anglo-French line and reach Calais, says:

"These explanations are of two sorts. First there is set forth the claim of Germany. This claim rests on the fact that the larger part of this territory is inhabited by Flemish speaking people, and Flemish is a low German dialect. Flanders, too, was at one time a portion of that German Empire which preceded the ruin of the Thirty Years War, for every German the greatest tragedy in history. For many years, then, there has existed in Germany an influential group who have steadily argued that Belgium and French Flanders, including Calais and Boulogne, should be reconquered by Germany, that the retaking of Alsace-Lorraine was only a first step toward the rebuilding of the greater Germany."

"But aside from these more or less sentimental reasons there are practical reasons of great weight. As it now stands Germany is confined to a narrow frontage on the open sea between the mouth of the Elbe and the Dutch frontier. Her natural sea front is occupied by the two States of Holland and Belgium, which owe their past immunity to the strength of Great Britain. Antwerp and Rotterdam, the natural ports of Germany, are in alien territory. But Antwerp and Rotterdam both taken by Germany, she would still be at a disadvantage so long as France and England, her enemies, held both shores of the narrow Straits of Dover. On the other hand, if Germany could win the Battle of Flanders and take Calais, Boulogne, and Dunkirk, she would then have entered into possession of practically all the territory that her most extreme Pan-Germans have claimed."

"As to Holland, German writers have never made the slightest concealment of their purpose to include it in the greater Germany. If Holland comes willingly, it is to keep its individuality on the terms that Bavaria has since 1870. But it is to be a part of the German Empire, its ports open to German commerce and bases for the ultimate attack upon Britain. To enter Holland would not merely mean to bring the Dutch army into the field against Germany, but it would close the most valuable neutral gate to Germany. Once Belgium were German, however the future of Holland would be plain."

"One further detail. Let any one take a map which shows the present battle front in France and draw a line from Boulogne to Lille where it would join the battle front. Now holding this frontier Germany would have the great industrial region extending from Lille to Charleroi by Mons, the region which is rich in coal, and both in France and Belgium the seat of great manufacturing establishments. In addition, going east it will be seen that the German front approaches Verdun and follows the Heights of the Meuse. East of this in the French department of Meurthe-et-Moselle is one of the richest iron deposits in the world, and Germany needs iron for her great works at Essen and elsewhere. In sum, then if Germany could but win the Battle of Flanders and reach the Channel she would round out her western possessions in precisely the fashion Pan-Germans have planned for a generation. She would acquire most of the industrial districts which compete with her pre-

sent centres, she would acquire great coal and iron deposits. In addition she would at last come close to her one great enemy, Great Britain."

ANOTHER EXPLANATION OF GERMAN FORMATION.

Another reason is given by a writer in the Westminster Gazette why the German troops still persist in their close order formation.

"Open order fighting," says this writer, "can only be the attribute either of a long service army, or of an army composed of individuals picked for athletic or sporting proclivities, who are likely to develop the forms of skill required with great rapidity. There must therefore be, and recent events have proved it, a great contrast between the tactics of a small voluntary army and of the vast conscript armies."

In other words, the small British long service army could be trained to the open order formation, which demands individual skill; the conscript masses of Germany hastily called together can act only in the mass.

An Earnest Prince.

It is worth noting that the Prince of Wales, the more to be honored in this because he is as yet of singularly slight build, has gone to the front, at his own persistent insistence. He is there in the capacity of aide de-camp to Sir John, French, who, we may feel pretty sure, would be a great deal more comfortable without so precious an appendage. That however, is no fault of the heir to the throne, who is determined to be of service in every possible way, and has already been active at ambulance work. If he cannot, like his predecessor and model, the Black Prince, jump, at his age, into a position of command, and there "win his spurs," he can at least live in the spirit of the motto adopted by that illustrious child of chivalry, now borne by himself. "I serve." His pluck carries him through feats which rightly require a much stronger man. He has thoroughly inured himself to the toils of campaigning by having served actively as a private in a territorial regiment.—Montreal Witness.

Life Beyond Grave Says Sir Oliver Lodge

London, Nov. 22.—Sir Oliver Lodge, president of the Society for Psychical Research, in a lecture today in Brownlow Hall, Walworth, made a striking declaration of his spiritual faith, expressing his absolute conviction in a future existence, and stating that he had conversed with friends who had passed away.

"I say this," said Sir Oliver, "on definite scientific grounds; I say it because I know that certain friends of mine still exist, because I have talked to them. Communication is possible, but one must obey the laws to find out the conditions. I do not say it is easy, but I say it is possible. I tell you that these people still have an interest in the things that are going on, that they still help us to know more about things than we do, and that they are able from time to time to communicate with us."

Germans Have Two Warships Rammed

London, Nov. 23, 11.35 p. m.—The secretary of the admiralty announces that the German submarine boat, U-18, which was reported off the north coast of Scotland this morning, was rammed by a British patrolling vessel, and foundered. The patrolling ship rammed the submarine at 12.20 o'clock this afternoon. The U-18 was not seen again until 1.20 when she appeared on the surface, flying a white flag. Shortly after this she

foundered, just as the British destroyer Garry came alongside. The destroyer rescued three officers and twenty-three of the submarine's crew, only one being drowned.

The names of the German officers captured are: Captain-Lieutenant Von Henning, Lieutenant Sprenger and Lieutenant Noerberg.

The submarine boat U-18 of the German navy was built in 1912. She has a cruising radius of 2,000 miles and a speed of 14 knots above water and eight knots submerged.

Copenhagen, Nov. 23, via London, Nov. 24, 12.55 a. m.—A German torpedo boat destroyer was in collision yesterday with the steamer Anglodane in the Baltic Sea, outside Falsterbo, Sweden. Two German torpedo boats went to the assistance of the destroyer as she was about to sink, and a majority of the crew was taken aboard them.

Three of the men were rescued by the Anglodane, but one of them died a half hour later. The destroyer was towed by one of the torpedo boats to the Swedish coast, where she will be dismantled. The injured boat carried no lights. The Anglodane sustained no damage in the collision.

Daring Attempt To Mine Trenches

Paris, Nov. 27.—A daring attempt to mine all trenches in the vicinity of Arras was reported today. German sappers had succeeded in carrying a mine trench well up to the British lines, working under the cover of darkness. Only the discovery of the enemy prevented the blowing up of the British with enormous loss of life.

Heavy cannonading with intermittent infantry attacks continued today along the great battle line stretching across Northern France and Belgium in the Vosges operations are largely suspended owing to heavy snow.

London, Nov. 27.—A correspondent of the Daily News, telegraphing from a town in Belgium on Wednesday, says: "Two days ago to the south of Dixmude, where the Germans are still concentrating large bodies of infantry and cavalry, the enemy made an attempt to throw a pontoon across the Yser. Nearly two hundred men were engaged. They were covered by a powerful German battery. So well was the German plan arranged that the Franco-Belgian forces could not possibly have prevented the construction of the bridge without losing a great many men."

"The Germans had completed three parts of the task, with nothing more than a desultory peppering from the French rifles, when up an unconsidered little railway track came a British armored train. Roaring and spitting death it raced into sight quite suddenly, not more than 1,000 metres distant from the nearly completed bridge, and the 200 Germans, surprised, dropped their tools and bolted.

"Many did not get far, for four of the train's guns and a half-dozen machine-guns buried a perfect torado of shot and shell at them. In less than five minutes nearly 100 of the engineers had been killed and about 50 wounded. Their hard work had been blown to splinters.

"The enemy's guns managed to throw the store truck, at the end of the train, off the rails, and one of the guns was also temporarily put out of action."

New Brunswick's Potato Ship had a Narrow Escape

[Gleaner] The following letter written from the New Brunswick office in London has been received by Hon. J. A. Murray, Minister of Agriculture, who is here on departmental business:

London, Nov. 13th, 1914 Hon. J. A. Murray, Minister of Agriculture,

Fredericton, N. B., Canada. Dear Mr. Murray—Selasia arrived here last night. We had a very pleasant voyage, only three really rough days. Two days I was somewhat uncomfortable, the rest of the passage I was in good condition, always ready for my meals. The cargo, so far as I have been able to see, is in good condition. I watched it carefully coming over. When fine we had the hatches removed and everything looked nice and dry. I also went down to the hold, where we could have a look at part of it between the decks, and it all looked well. It is pouring rain here today and it will be impossible for us to do anything until tomorrow. We arrived here yesterday afternoon.

Advertisement for Seal Brand Coffee. Features an image of a coffee tin and the text: 'SEAL BRAND COFFEE The Finishing Touch To A Perfect Meal CHASE & SANBORN MONTREAL. 147'

On Wednesday we got a gale of wind in the channel of Dungeness, the biggest blow we had on the passage. The captain signalled for a pilot off Dover, but none came aboard. He could not understand the situation and was desirous of coming right through the teeth of the gale, but not being able to obtain a pilot we were compelled to run into the Downs and anchor. In the morning we learned the difficulty. A German submarine had in some strange way crept into the English Channel and a few hours before had blown up a cruiser off Dover right in our track. No pilot would take the risk of coming through in the night. We had noted on every side torpedo boats cruising in the storm, probably twenty of them. We could not understand this extra activity until we learned of the loss of the cruiser. It was reported last night that the torpedo boat had sunk a submarine, but the papers this morning have no statement concerning it. Yesterday morning we secured a pilot and got away. As we were late, I left the ship at Gravesend and took rail to the city, arriving there at 5.30. Our office was closed and went direct to the Furness, Withy Co. They were very kind and helpful. I got in touch with the Local Government Board on the phone, made an appointment, went to their office, arriving there about 6.30. Mr. Ker-shaw, the chairman, very kindly remained in his office to meet me. He is a very energetic, capable man. His arrangements for handling the cargo were not as complete as he desired. There is considerable congestion of freight in this port.

All other Channel ports are now closed and there is a great rush for docks; warehouses are all full. With the assistance of Furness, Withy Co., who are doing everything they can to assist me, I hope to get everything going tomorrow in good shape. After calling upon Mr. Ker-shaw, I went to my hotel, and after having telegraphed the London Times and London Telegraph, they received me splendidly and promised to give us a very prominent position. Canada is certainly on the front page here, and I shall make an effort to put New Brunswick in the first rank while here. The London Times asked me to make a date for one of their staff who was not on duty, and I shall do so immediately. This morning I went direct to the docks where our ship is placed and made all arrangements possible to take the goods over and then returned to Furness, Withy Co. I had a call from Mr. Ker-shaw on the phone; got in touch with our own office and am now here. You can see I have been hustling since my arrival. I am sure you will do my best. I am very hopeful of the cargo being in good condition and will endeavor to take care at this end to keep it in good shape. London is unsettled. I have only seen a little of it as yet, but the traffic is tremendous. Yours very truly, J. B. DAGGETT.

Dr. Hohenzollern has succeeded in getting the "sick man of Europe" on his feet once more.