

Great Hurricane at Grand Cayman, B. W. I.

Georgetown, B. W. I., Sept. 29.—(Correspondence).—The island of Grand Cayman was visited by the most violent hurricane in its history on Sept. 24. Wind of great violence reached a velocity of 120 miles an hour, a heavy rain and giant breakers from the Caribbean Sea combined in devastating shipping and property. The property loss, exclusive of shipping, is estimated at \$300,000. Nine lives were lost. The damage to crops of all kinds, as well as that to property, was greater than in the hurricane of 1876 and the cyclone of 1903. Houses, built to withstand the ordinary hurricane, were shaken to their foundations. Windows were shattered and doors and roofs were

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carried away. The streets and roads were flooded with water and filled with uprooted trees.

A Pacific Port, Oct. 19.—Officers of a Japanese steamer that arrived here to-day from an European port, said they saw a destroyer or sink a German submarine in the Atlantic, Aug. 18. The submarine had just made an attack on another

her Japanese freighter, which arrived this week with the story of its escape.

Will The Germans Retreat?

(St. John Globe.)

Discussing the question of a possible German retreat from their present line in Flanders, the military expert of the New York Times declares there is a very strong argument against such a course except as a last extremity. He points out that the position which the Germans now hold is one of the greatest importance in its relation to the coast towns of Ostend and Zeebrugge. There is a distinct limit to the extent to which any section of the line may be bent back without the areas on either side of the bend becoming vitally affected. The bulge which the Allies are driving in is twenty miles wide—extending almost over the entire distance from Paschendale to Armentieres. At its deepest point this bulge or salient is thirteen miles deep, measuring from the point further west, Nieuport, to the Paschendale ridge. It, therefore, the strategy of the Somme is again successful a German retreat will become necessary at least over a front from Nieuport to Ypres." The writer claims that before this occurs, however, the railroad from Lille to Roulers, with its branches to Ostend and Zeebrugge, must be either reached or destroyed by artillery fire either at Roulers or at some point north, and he writes:

The key to the whole thing is Roulers. Therefore, it is of importance to the Germans from every standpoint to hold the Allies back and prevent a further advance. Whether they can succeed depends more on the weather than on any military element. The Allies cer-

tainly hold the dominant position as far as terrain is concerned. They secured this, moreover, through a series of attacks starting from the low lands and directed against the heights. If with such advantage of position the Germans were unable to hold the British back, what are the probabilities that the attackers can be checked when the positions are reversed—when the British have all the positions and the Germans are driven in the plain?

But there is still another consideration in the present German position, and that is the danger of hanging on too long, says the Times writer:

Haig has developed an unexpected ability to strike quick, hard blows with a frequency not before exhibited in the great battles of the Western front. The Germans have been allowed but a few days to reconstruct the new trenches and have been compelled to fight with only mediocre defences. The time is approaching when a moderately successful attack can jeopardize their entire position. Getting guns away from the front between Bixschote and Nieuport is a difficult operation and one that can only be conducted with great delays. New roads cannot be constructed because of the nature of the ground, so that if the Germans are forced to retire quickly, much artillery will have to be abandoned.

These are the conditions as they appear now. Whether or not the Germans are making ready for a retirement, the danger which they face on this section of the front is in every sense real.

Field Marshal Haig is not discussing his plans, but it is expected his next drive towards Roulers will have important results, if the weather is reasonably suitable for fighting. The season is quickly approaching, however, when extensive operations cannot be carried on. The fourth winter of the war will soon be upon the armies.

Destruction by fire of more than \$3,000,000 worth of foodstuffs and property along the New York waterfront, within the last few days, although not proved to be the work of German agents, may cause the revocation, as a measure of precaution, of permits issued to alien enemies allowing them across to barred zones.

A weed farm, operated by the University of Minnesota, provides opportunity for agricultural students to make a close study of weeds. The farm produces every word known to the State.

A Russian aviator has arrived at Vladikavkas, after a flight of ten hours, from Tiflis, across the Caucasus mountains.

The British Way

(London Daily Chronicle)

A very shrewd and able Englishman writing recently from Mesopotamia to a military officer in England, said that to judge by the British newspapers, the familiar saying that England does not know when she is beaten ought now be revised so as to read, "England does not know when she is winning." This competent witness, able from his situation to take a broad view of the war, regards all the signs and omens as favorable to us and our Allies. His optimism is shared by Gen. Smuts, who speaks with much greater authority, for he is himself not only a great soldier and a man of high intellectual distinction, but is also a member of the War Cabinet, with access to all the source of information.

Put Less Tea in the Pot. Because it chiefly consists of the Assam teas of Northern India, the strongest and richest in the world, less Red Rose is required in the tea pot. Where four or five spoonfuls of ordinary tea are required just use three of Red Rose. And Red Rose tastes better. Kept Good by the Sealed Package. Image of a teapot and a box of Red Rose Tea.

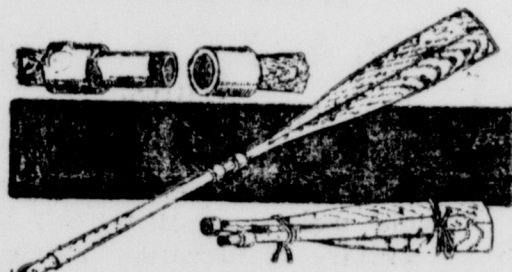
PARKER A CANADIAN

Novelist and Politician Enjoyed Chequered Early Career

Gilbert Parker, who attained prominence in British politics as well as widespread fame as a writer of fiction, was born in 1862 in Camden East, Ont. The gifted knight of the pen is the son of Joseph Parker, a non-commissioned officer of the British army who settled in Canada. After completing his education at the Ottawa Normal School and Trinity College, Toronto, he emigrated to Australia for the benefit of his health. In his many years ago that he landed in Sydney and found his first profitable employment for his pen as a reporter of the editorial staff of the Sydney Morning Herald. While "down under" he wrote a play or two for the Australian stage, and an acting version of "Faust," but his efforts toward the elevation of the drama were not brilliantly successful. He travelled extensively among the South Sea Islands, and published a volume of travels.

It was upon his return to his native Canada that the young author discovered the human material which inspired his first important work of fiction. The Meits and half-breeds of the Northwest, among whom he spent some time, were incorporated in his first novel, "Pierre and His People," which was published in London in 1893. Several other works of fiction dealing with French-Canadian life followed and achieved for the novelist an international reputation. In 1895 he married Miss Amy Yantone, a New York actress, and subsequently settled in London, becoming a Unionist member of Parliament in 1906, and a knight in 1908.

Take-down Emergency Cars



Owners of sail or power boats will find the take-down cars shown in the sketch easily made and of value in an emergency far out of proportion to the space occupied in a boat. A pair of ordinary oars was cut as shown, and pipe fittings were attached to the ends to form a detachable joint. When knocked down the gear may be stored in a seat cupboard or other convenient place.—Popular Mechanics.

Fine English Art

An incident of a London Red Cross sale was the purchase by Lady Wernher of a panel of English tapestry, probably woven at Ely in the early sixteenth century, for \$2,275, to give to the London Museum, and her own share of a Toff ware dish, inscribed "Thomas Toff," for 600 guineas—after purchasing it once for 65 guineas and putting it in the sale again for the benefit of the Red Cross. This piece of ware Lady Wernher gave to the British Museum. Toff ware, which is very rare, was one of the peasant industries that fought a losing fight against imported German earthenware, and in character nothing resembling it was ever imported.

Important Hindu Shingle Mill

The Hindu is progressing in British Columbia. A company composed exclusively of persons of that faith has been formed to operate the B. John Shingle Mill at Langley, B.C., and is reported to be prospering exceedingly.

One way to make friends—keep a close to yourself.

A CIVIC ALPHABET

- A—Attend the care of your back yard and you pave the way for typhoid fever.
B—Better observe "Clean-up Day" than have cause for regret.
C—Civic Improvement calls for the best effort of humanity.
D—Do your work well and disregard the critic.
E—Educate persons not to throw paper or trash on the street, but to place it in receptacles.
F—Fire prevention saves life and property.
G—Good roads will add materially to the prosperity of your town.
H—Hearty co-operation of citizens and club members in work under taken will effect wonderful results.
I—Improve school rooms and grounds so they will be attractive to both children and citizens.
J—Join Civic Improvement Clubs. You are needed.
K—Knock on the unsightly bit board and continue to knock.
L—Lead a crusade for the city beautiful.
M—Make your club a factor in your town life.
N—Never say quit when it is a question of health and beauty for your home town.
O—On with beauty, cleanliness, and health.
P—Push, pull, and perseverance will make your town a model.
Q—Quit criticizing and begin working.
R—Request the city authorities to enforce the sanitary laws.
S—See that your premises are above criticism.
T—The Ten Can Districts become germ breeders; banish them from your town.
U—Use every effort to have all establishments that are exposed for sale screened.
V—Vines and roses will beautify your premises.
W—Wage war on flies, mosquitoes, and weeds, for they carry and cause disease.
X—Expect help from every person in the efforts to make the town sanitary.
Y—You are responsible for the appearance of one part of your town. Don't forget that.
Z—Zeal exhibited at the annual clean-up day will put your town in a sanitary condition.

LIFE OF A DROVER

Driving Cattle One Thousand Miles no Sinecure

To take a mob of a thousand fat steers over a thousand miles of all sorts of country, and bring them to market in prime condition, is a business involving a great deal of responsibility and care, for, although drovers are generally traveled at the owner's risk, of course the drover's reputation depends upon the order in which his cattle reach the end of the journey. A good drover is always in equanimity, and the wages of a head man in charge of a mob are generally about \$20 a week. It is a dog's life, too, a drover's. From daylight to dark he is on horseback, exposed to all kinds of weather, crawling along behind his cattle at the slowest possible rate. He is consistent with moving at all. He averages between four and five miles a day on a long journey. It is quite as fast as his cattle ought to travel. Every day the man in charge rides ahead of the mob to pick a place for them to camp at night. Water, of course, is a sine qua non, and he must have reliable information as to the state of the road for a hundred miles ahead of him, or he will get his cattle into a terrible fix. Every night the cattle have to be rounded up, and watched on the camp all night long. A drover never gets more than four hours' sleep at a time, and he is lucky if he can get that for the first month his cattle are on the road.—Farmer's Advocate.

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