

VILNA A CITY OVER WHICH TWO NATIONS HAVE KEPT UP A BLOODLESS WAR FOR EIGHT YEARS

(By John Gunther in New York Sun.)

Vilna, Poland.—A cynic might remark that Vilna is unique among points of enmity in Europe in that it is really worth fighting for.

First of all it is a beautiful city, a sort of Polish Edinburgh, a cradle of Polish nationalism and culture; a city where churches with domes like pearls are strung against the sky, and where an ancient university does honorable work. Again, it is a city, from the Lithuanian point of view, of profound historical interest, since centuries ago it was the old Lithuanian capital. Again, Vilna has vital importance as a railroad center—it is the crossroads of the Baltic and is fitted to command strategically contact between Germany and Russia on one hand and Poland and the Baltic States on the other.

Whether or not Vilna is worth it, the fight is certainly going on. Here in this border town is a situation like none other Europe, a state of war between two countries in which hardly a gun has been fired in eight years, but which is real, intense and bitter nevertheless, and which is often thought to be a paramount incipient danger to the peace of Europe. The December meeting of the league council had little effect on Polish Lithuanian relations. The "war" is still on. The frontier is still closed.

Back to Middle Ages.

The Vilna situation in the light of rival Polish and Lithuanian claims is so complex that it is necessary to outline the history of the squabble.

In the middle ages Vilna was the capital of the vast country of Lithuania. But Lithuania disappeared as a nation to become part of Poland, and the Vilna district in particular was thoroughly Polish. Vilna is a town where you can tell a lot by the gravestone. I looked at them, and for three generations they are inscribed in Polish. Vilna especially became a center of Polish culture, and at the same time it became, incidentally, an outpost of eastern European Jews.

No census is apt to be accurate in this confused ethnological morass, but the last Russian imperial census was probably as fair as any. It gave the population of Vilna as 214,000; 20.50 per cent. was Russian, 4.20 per cent. white Russian, 30.9 per cent. Polish, 40.3 per cent. Jewish and 2 per cent. Lithuanian.

When the war ended both Poland and Lithuania suddenly had independent existences, for the first time in approximately 400 years. Both, in 1918 put in claim to Vilna. The Lithuanian claim was perfectly good in that Vilna undoubtedly had been the historical capital of Lithuania; the Polish claim that Vilna had been Polish for centuries was indubitably good, too.

A Series of Battles.

Then all sorts of things started to happen.

1. On December 8, 1919, the supreme council by the "Curzon line," gave the Vilna district to Poland, but the city to Lithuania.

2. In the wars of 1919, Vilna was successively Bolsheviks and Poles. Poland took it in April, 1919.

3. By July, 1920, the Bolsheviks had chased the Poles out, but forced to retreat, they ceded Vilna then to Lithuania.

4. On October 9, the Polish Gen. Zeligowski, acting on secret orders from Pilsudski, seized Vilna in a coup d'etat.

5. January, 1922. The council of the league gave up settling the dispute in despair. In March, 1923, the conference of ambassadors, in face of Polish possession, reversed the old decision of the supreme council, confirmed the Zeligowski coup and assigned Vilna and the district to Poland.

The War Without Guns.

When Vilna was seized Lithuania declared that a state of war existed. Lithuania has about 2,000,000 people, as against Poland's 30,000,000. No actual full dress fighting was ever possible. But with extreme truculence and stubbornness Lithuania has asserted ever since that peace is impossible between the two countries until Vilna is returned; the frontier has been closed and to get from Vilna to Kovno, a distance of thirty miles, takes two days, and the stranger war

ever seen anywhere got under way.

This deadlock has persisted almost eight years. There seems little sign of breaking it. It is said that Marshal Pilsudski would fight—would simply expunge Lithuania from the map—except that he himself is a Lithuanian and would regard any such adventure as civil war.

The council of the league has broken its teeth on this dispute at almost every meeting for eight years and in December, 1927, it succeeded in arranging a meeting between Pilsudski and Prof. Valdemaras, and in extracting from the latter a "declaration of peace." But the frontiers are still closed and shows little signs of opening.

Vilna is Stagnating.

Results of this deadlock are tragic. First of all, they are tragic for Vilna and its district. Farmers have their land cut in two. No intercourse is possible over an arbitrary line which pays no attention to economic necessity. Vilna is stagnating, and perhaps it is dying. Its important railway junction is three-quarters out of work, and its population is mostly frontier guards and soldiers.

For Lithuania, too, this grim dispute is tragic. The "war" closes the River Niemen and timber from Poland cannot be floated to its natural destination at Memel. And thus Memel is dying. And Poland, too, suffers. Vilna is an important part of its economic life, and Vilna without its hinterland is worthless. No one gains from this extraordinary war.

To Lithuania, obviously, it is a more serious matter than to Poland. To Poland, Vilna is an infuriating exasperation—yes—but to Lithuania it is an amputated heart. But perhaps the chief sufferer of all is Europe itself. Even the most cautious of observers will tell you that in this quarrel are more dangerous seeds of war than, probably, in all the Balkans put together. For Lithuania has a friend, Russia, and sometimes another friend, Germany, Lithuania being a sort of bridge between them.

One should add that some signs of amelioration have come recently for the first time in almost ten years. A conference was held at Konigsburg and a Lithuanian delegation faced a Polish delegation—with no immediate success. But three committees were set up, and are still working, to report to the conference later, with what results no one knows.

BALLADE OF VACATION

Though plans for summer travel spread  
Much joy in April and in May  
With naught but dread I look ahead  
To future journeys far from gay  
Ah friends who'd like to have me stay  
At places that to you appear  
To be the best for rest or play—  
I'm going to stay in town this year.

I much prefer my cozy bed  
To mattresses of straw or hay  
Too long the famished gnats I've fed  
And bled while on a holiday  
"Away" you say "to lake or bay—  
Away to stray by brooklets clear."  
By-by! Good luck and hip hooray  
I'm going to stay in town this year.

In August when they all have fled  
I'll lol at home in negligee  
Instead of broiling 'neath a red-  
Hot sun I'll view a matinee  
When poison ivy starts to flay  
Your skin and bugs crawl in your ear  
I'll sing beneath my needle spray  
I'm going to stay in town this year.

—ARTHUR LIPPMANN in Chicago News.

A boy was running down a steep hill with a perambulator in which a baby was lying.  
"Be careful my lad" cried an old gentleman "you may hurt the baby."  
'O that's all right sir. We go another one at home."

"What has become of the old fashioned musician who could give a perfect imitation of all the bird songs?"  
"Oh he's making a fortune now imitating the opening of a champagne bottle."

C. F. EATON WILL FIX UP TOWN OF PUGWASH

(Financial Post.)

Pugwash once may have been just a name, and a rather odd one, to the general run of tourists. But it won't be any longer if Cyrus S. Eaton, Cleveland millionaire banker and utilities operator and newly arisen figure in the steel industry, can have his way. He wants to fix up the town at his own expense.

Pugwash in an infinitesimal speck on the rugged northern coast of Nova Scotia, a station on the Canadian National Railway, a quiet harbor on the Northumberland Strait, and a fishing village of about 750 population.

To Mr. Eaton it is a home and worth seeing.

He was born there in 1883 and spent most of his boyhood there. He left it to go to college, and never went back save for short visits. Then Eaton went to Cleveland at the age of 19, gradually became one of the largest operators in the country in public utilities, was made a partner in Otis & Co., and last year his was the hand that consummated the merger of the Republic Iron & Steel Co. and the Trumbull Steel Co., which made him outstanding nationally in the industry.

Though he became wealthy and socially and financially powerful, Mr. Eaton never forgot the drifting fog and the rugged outlines of his native town. He went back there for a visit a short while ago.

The village was about as he recalled it, but quieter than he had thought. There weren't many people which, he must have thought, was a shame.

He left the town without divulging his plans, but a few days ago, dispatches said, Main Street was electrified by a letter from him proposing to pay the cost of improvements to make the town more attractive. He asked for an estimate of what the townsmen wanted.

His letter indicated that he was interested in making the village especially attractive to tourists, according to the dispatches, and he proposed that the estimates include, in addition to the straightening of Main Street, the laying out of a quiet little park, the building of a hotel (the town hasn't had one), and the consulting of the Canadian National Railways for ideas.

He also stipulated that the Hon. Percy Black, minister of highways of the Nova Scotian government, be asked to represent him in the improvement work, and directed that all proposed expenditures be submitted to Black for consideration first.

Pugwash, of course, is as excited as never before. Plans are immediately going forward, according to dispatches for meetings to consider what every Pugwashian thinks ought to be done to his native town to make it the mecca of tourists.

Mr. A. R. Reid of Houlton, Me., is in the city.

CANADIAN NATIONAL RAILWAYS

HARVESTER'S EXCURSION

FROM FREDERICTON TO WINNIPEG \$20.00

Plus half a cent a mile beyond to all points in Manitoba, Saskatchewan, Alberta, Edmonton, Tannis, Calgary, MacLeod and East.

44,000 REQUIRED

SPECIAL LOW FARES RETURNING

GOING DATE AUGUST 27th.

SPECIAL TRAIN will leave Fredericton at 6.30 A. M. August 27th. AND RUN THROUGH TO WINNIPEG WITHOUT CHANGE

Through Trains—Comfortable Colonist Cars  
SPECIAL CARS FOR WOMEN AND CHILDREN

Purchase your Ticket to WINNIPEG via CANADIAN NATIONAL RAILWAYS whether or not your destination in the West is a point on the CANADIAN NATIONAL.  
TICKETS AND ALL INFORMATION FROM TICKET AGENTS

44,000 HARVESTERS WANTED  
Canadian Pacific  
\$20.00 to Winnipeg

From Saint John and C. P. R. Stations in New Brunswick

AUGUST 27th

Passengers from East of Saint John will purchase Regular Second-Class Tickets up to Saint John.

AUGUST 27TH Passengers leaving starting point Morning August 27th will be accommodated by special train leaving Saint John same evening.

G. BRUCE BURPEE, District Passenger Agent, Saint John, N. B.

CITY OF FREDERICTON  
Notice of Sale of Lands

Notice is hereby given that, pursuant to the provisions of the City of Fredericton Assessment Act 1926, there will, for the purpose of satisfying the arrears of City taxes, for the years mentioned hereunder, made and assessed against the parties hereinafter named, unless the several sums due, together with the costs of this notice, are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, on the sixth day of October, A. D. 1928, at eleven o'clock in the forenoon, the lands and premises owned or occupied by the respective persons hereunder mentioned and set opposite their respective names.

Property to be Sold.	Name of Person Assessed	Arrears for Years	Total Due
Lot corner King Street and Taylor Alley, 40 ft. on King Street and 109 ft. on Alley .....	ROY H. McGRATH	1925-1926-1927 .....	\$740.42
		Interest .....	79.06
Farm on east side Maryland Hill Road, known as the Cameron Farm, containing 75 acres .....	ARTHUR S. TYLER	1925-1926-1927 .....	\$221.59
		Interest .....	27.00

Dated the 31st day of July, A. D. 1928.

FRED I. HAVILAND,  
City Treasurer.

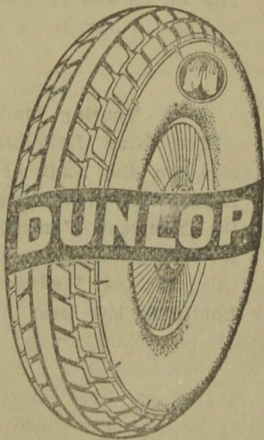
Alert manufacturers are now making up special perfumes to reflect the personality of the customer. For certain cases the Office Cynic suggests prune blossoms.

Back in the Old Town a fellow took a lantern along on Wednesday nights when calling so as not to fall into the millpond on the way home.

The flappers can't go much further in the matter of bathing suits and there are indications from certain beaches the cops won't let them go even that far.

Strength—Long Mileage  
—Low Cost

DUNLOP CABLE CORD TIRES



High-tension, resilient rubber-sealed cords. Rugged, scientifically compounded, long-wearing, anti-skid treads and protected sidewalls.

Every worth while feature is embodied in Dunlop Tires

DUNLOP Tire & Rubber Goods Company - Limited CANADA