



Edited by SCOTLAND LIDDELL.

THE CAUCASIAN PROBLEM.

By a Political Correspondent.

Georgia.

Like its sister republics, Daghestan and Azerbaidjan, Georgia today can hardly be said to possess a definite frontier. The Russian province of Tiflis, which may be considered as Georgia proper, has a population of rather more than a million, but during the 10th. and 11th. centuries the ancient kingdom of Georgia extended from the Black Sea to the Caspian and included almost the whole of the country south of the Caucasus range as far as the Russian frontier. Georgia's present claims are to a certain extent based upon this ancient extension of the old kingdom and there has been some friction with the Armenians of Erivan, although it is reported that these difficulties have lately been amicably settled. The northern frontier which consists of the mighty Caucasus mountains is alone more or less definitely acknowledged. In the days of the Roman Empire, Georgia was known as Iberia and had rather a smaller area than the Russian province of Tiflis.

The early history of the Georgians is unknown, although their traditions state that their first king was Thargamos, the great-grandson of Japhet. As a matter of fact the Bible mentions Togarmah, a grandson of Japhet, but in any case the Georgians are certainly of very ancient stock—perhaps the most ancient of all mankind. Their religion was originally worship of the Sun, Moon and the five planets, but in the 3rd. or 4th. century they were converted to Christianity and were instructed by Greek priests sent by Constantine, Emperor of the Byzantine Empire.

After having conquered Persia in the 7th. century, the Arabs over-ran the country and forcibly converted the inhabitants to Mahomedanism, but the Georgians never really abandoned Christianity. For the next eight centuries, the Georgian princes were vassals, albeit exceedingly rebellious vassals, of the Moslem power that happened to dominate Islam at the time. In 1064, the fore-runners of the Ottoman Turks, the Seljuk Turks who came from central Asia, destroyed Tiflis and massacred the inhabitants, but such was the vitality of the Georgians that a hundred and fifty years later, Queen Tamar extended the frontiers of the

kingdom to include Trebizond and Erzerum. But the Mongol hordes which also shook the then infant Ottoman Empire to its foundations, swept down upon Georgia in the 14th. century and drove those inhabitants who escaped massacre to the mountains.

When the Mongols withdrew there was again a short period of prosperity for the much-tryed country, but in 1492, while the Turks and Persians were at war, Russian protection was invoked. For some time this did not help the Georgians very much and they continued to struggle against the Persians or the Turks, but eventually Russia made good her advance along the shores of the Black Sea and the Caspian. In 1795, for the last time Tiflis was laid in ruins by the Persians and thus induced the Georgian king to renounce his crown in favour of Russia in 1799, thus earning the hatred of his countrymen, and Georgia became the Russian province of Tiflis after a glorious history of over a thousand years.

The Georgians inhabit the greater part of the Trans-Caucasian region from the Batum district to the Caspian Sea and mingle with the Armenians to the South. The term Georgian is really a corruption of the Persian, "Gurj"—Gurjistan being the Persian name for the country. Not only are the Georgians a splendid race, physically, but they possess some fine mental qualities, notably a passion for music.

The Riches of Georgia.

While the lowlands of Georgia are exceedingly fertile and produce an abundance of grain, besides cotton, flax and hemp, the mountains abound with bears, ibex and antelope and the rivers swarm with fish, including the famous giant sturgeon. Sufficient vines are cultivated to produce about 17,000,000 gallons of wine annually and all manner of fruits thrive in the country.

The mineral resources of Georgia are said to be almost inexhaustible and even if the oil-fields of Baku are not included, there is no doubt that the country is capable of producing incalculable wealth. A railway runs from Poti on the Black Sea through Tiflis to Baku and there are many excellent roads, but the resources of the country have been by no means strongly developed.

Whether Georgia will prosper more as an entirely independent state or as a member of a union, is open to dis-

cussion, but that there is a great economic future for the country is as certain as that a nation which has preserved its individuality intact through so many centuries of vicissitudes must still have a part to play in the history of mankind.

"The Orient News".

Telegraphic Communication With Georgia.

By an agreement concluded in Batoum on November 28th, between the Georgian Republic and the British Commander in Batoum, commencing December 1st telegraphic communication is established with the following prices:

	Price per word-
South Russia	4 roubles
France	21 "
Italy	15 "
Roumania	15 "
United States (except N. Y.)	117 "
South America	34 "
Malay Peninsula	104 "
Holland	29 "
Vladivostok	152 "
Sweden	62 "
Switzerland	16 "
Turkey	9 "
Denmark	20 "
Greece	15 "
Gibraltar	15 "
Malta	25 "
Egypt	52 "
China	129 "
India	65 "
Japan	143 "
Australia	111 "
Canada	131 "

Georgia to Join Societies of League of Nations.

The Minister of Foreign Affairs has received the following wire from London: "The third conference of the Societies of the League of Nations will be opened at Brussels in December. The President of this Society proposes that the Georgian Society of the League of Nations send its representative".

On Sunday December 7 at noon in the office of the President of the Constitution Assembly, representatives of different societies will meet to organize a Georgian Society of the League of Nations.

Mobilization in Georgia.

The Ministry of the Interior is advised from various parts of Georgia that the mobilization is proceeding successfully.

Arrest of Well-Known Bandit.

The Dushet District Commissaire has wired to the Minister of the Interior that on December 1st he arrested and imprisoned the well-known robber Laliashvili, who was a party to the murder of Count Tseretelli in Saguramo and in the robbery of the mail car on the Georgian military road.

First League Council Meeting.

Lord Curzon to Represent Britain.

The *Morning Post* says that the League of Nations Council will not begin its work until the process of ratification has been completed. It has been deposited at the Quai d'Orsay. This step has been delayed for various reasons, including the debate in the American Senate. The League Council is to be composed of five representatives of the Allied and Associated Powers, namely Britain, France, the United States, Italy and Japan, as well as representatives of Belgium, Brazil, Greece and Spain.

It is practically certain that M. Bourgeois will represent France, Signor Tittoni Italy, either the Japanese Ambassador in London or Paris Japan, M. Venizelos Greece, and M. Hymans Belgium.

It is possible that Count Romanones may represent Spain, and it has been arranged, as announced in the House of Commons, that at the first meeting Earl Curzon shall represent the British Government. There is no information forthcoming regarding the representatives of the United States and Brazil.

English to be Known by all Immigrants into U. S.

New York, Saturday.—On Thursday the U. S. House of Representatives Committee on Immigration reported a bill to make it more difficult for aliens to become citizens of the United States. The bill requires the ability to read and write and speak English in order to become naturalized.



EDITORIAL.

Arrest of Ph. Makharadze.

The notorious criminal and Bolshevik leader, Makharadze, has been arrested by the Georgian authorities. It will be remembered that this man was the principal culprit concerned in the murder of a British doctor in Tiflis some months ago. It is also said that he was one of those guilty of the attempt made on the life of General Baratov, and in the recent Bolshevik rising in the provinces, he was one of the chief ring-leaders. On several occasions Makharadze was captured but he always managed to make his escape. This time we feel sure that escape will be impossible and that when this particularly black criminal is charged with the murder of the British doctor and with the attempt on General Baratov's life he will meet with the sentence he has so thoroughly deserved.

Tragedy.

Everything in life is more or less comparative. In one of the excellent stories of O. Henry, Black Bill, the hero, makes quite a speech ^{in this story Black} Bill had forsaken for the time being his vocation of train robber and had taken to herding sheep. It was a dull, dreary business. Sheep, according to Bill, were all very well for dotting the landscape and for furnishing eight-dollar suits for men, but they were not in the front rank as fireside companions or conversationalists. After a few days with sheep, said Bill, a man would even find pleasure in playing cards with ladies. So comparative a thing was life, moreover, that one who had spent a week in sheep's company would split his sides with laughter on hearing someone recite "Curfew shall not ring tonight". We have just come across a case of comparison. In one of the Tiflis newspapers we saw a heading—"Tragedy in Armenia". We were fully prepared to read of thousands of homeless, hungry refugees, or of plague or disease, but what we read was this—"On November 18, at Erivan station, owing to the carelessness of the engineer, one of the best engines in Armenia was burned". That is indeed a significant heading. So great is the shortage of locomotives that the destruction of one of them can well be called a tragedy in these days when every possible means of transport is needed. As we have said, everything in life is more or less comparative.

Snow in Georgia.

Just a year ago we travelled by motor-car from Baghdad to Enzei. It was bitterly cold on the passes and in some of the towns en route. A few days ago, on our return from one of our frequent visits to Baku we travelled with a British officer who had just come from Hamadan. It was cold enough, but this officer found the weather comparatively mild. Hamadan, said he, had been very much colder when he left. In Tiflis today the weather is getting chilly, but it is by no means wintry yet. So that when we read of the Georgian road between Tiflis and Vladikavkaz being blocked with snow we are at first surprised. Winter seems to us to be very far away. In the north of Russia the winter has already set in severely. Presently operations on the northern fronts will come to a stand-still. Three winters spent on the Russian front have taught us that one can do almost nothing during the cold months when the ground, frozen hard as iron, is deep in snow and when the freezing, biting winds chill one to the bone. To mention another comparison, we might ^{and that winter in Tiflis is almost} warm compared to the terrible cold of the north.

Viscountess Astor, M. P.

A report from London says that Viscountess Astor, by a very large majority, has been elected Coalition Unionist Member of Parliament for the Plymouth Division. She will be the first woman to sit in the British House of Commons. There was a time when the very idea of a woman member of parliament would have shocked the whole political world. The war has truly broken down the barrier of the sexes. When one thinks of the splendid work done by the women of Great Britain during the war—in munition making, motor-car driving, and war work of every description, and in actual work at the front in the battle zone, one can have no doubts or regret regarding the election of women M. P.'s. Moreover, there are countless questions of the day with which women are much more qualified to deal than men. We have frequently been accused of being "not serious", but the fact that we have resisted a temptation to say that for a long time now there have been many old women in parliament proves that we are innocent of the accusation.

Baku Today.

It was a very charming lady who spoke... "You see", she said to us, "Baku is quite at peace today. One can buy flowers—roses and chrysanthemums—at the street corners. Chestnuts are roasted at the pavement's edge. The shops are all well stocked. The tramways are running and there are hundreds of cabs. The town is well lit—electric light everywhere in houses and even in the little shops. Telephones, too—an excellent system. The streets are crowded. So are the theatres and the cinemas each evening. Orchestras play in all the restaurants and cafés. The people are well-dressed; they walk happily in the streets, laughing and chatting. There are no reasons to fear the attacks of thieves. One can wear jewels openly. One can walk alone at night without fear of molestation. One does not have to sit at home, trembling. All that is past. But", —and she sighed—"there is a sadness in the town"... And that is true. One feels it. It is there amid all the outward signs of happiness. There is certainly a sadness. One knows not what the future will bring forth...

Captain Hulls.

The numerous friends of Captain Hulls of the British Military Liaison in Tiflis will regret with us that he is at present lying ill in hospital recovering from an operation for appendicitis. It is a strange coincidence, that we have visited Captain Hulls on each occasion of his only three illnesses during five years of war. In the autumn of 1916 we met him in Tiflis and travelled with him to Odessa. From there we parted for a time, only to meet again some weeks later and travel together—and alone—to the Dobruja. Again we got separated during the retreat. We ourselves fell ill (sleeping in the open air in December in the chilly land by the foggy Danube was to blame) and we were sent off to the rear. At Reni, the frontier town between Russia and Roumania, we found Hulls lying ill in a little cottage which had been temporarily turned into a ward-room. The next time we heard of him was at a camp outside Baghdad. The news was that he had died in action—and, indeed, an English newspaper published his photograph amongst those of other officers who had lost their lives. But he was not dead, because we found him again in Baku this spring—very yellow and very ill with jaundice. Now he is lying in hospital in Tiflis and we have again been able to visit him at

his bedside. ^{The world is really} a smaller place than one thinks, and although we do not want to see Captain Hulls ill again, it may (or may not) be a consolation for him to know that if ever he is ill in Lhassa or Timbuctoo or Patagonia, we shall probably wander in from somewhere to see him and to remind him of this coincidence.

S. L.

Letter From the Apostolic Legate to Jordania.

"Before leaving the hospitable shores of Georgia, I feel impelled to express to you my gratitude for your cordial reception. I have travelled all over your beautiful country and was enchanted by it. The people welcomed me generously, and I witnessed everywhere the patriotic spirit of your nation. It is my duty to bring to the knowledge of the Pope what I have seen and the respect and sympathy shown to the Holy Father. I must assure you, Mr. President, that the Holy Father has the most friendly feelings toward Georgia, and prays for the accomplishment of her wishes and aspirations".

Georgia and Argentine.

The following letter from M. Jordania has been sent to the President of the Argentine Republic:

"To the President of the Argentine Republic:

The Government of the Georgian republic has been advised that the Government of Argentine, by a decree dated September 15th, 1919, has recognized Georgia as an independent State. This news was welcomed by us, and we thank our eldest sister, the democratic republic of Argentine, the first who recognized Georgia. We hope that other states will follow her example".

British Coal Production Increasing.

London, Friday.—Coal production shows an increase week by week. It is important to note that Sir Auckland Geddes, President of the Board of Trade, estimated for a production, under the new time-table, of 217,000,000 tons a year. Last week's figures are at the rate of 244,000,000 tons per year. Production is therefore 27,000,000 tons a year or over half a million tons a week over his estimate already. The improvement in transport and the increase in the number of miners employed have had some effect on these figures and the upward movement should be maintained.



GEORGIA'S MINERAL RESOURCES.

Undeveloped Oilfields.

"Mineral Resources of Georgia and Caucasia; with a chapter on the Manganese Industry of Georgia". By D. Garchashidze, F.R.G.S. (London: George Allen and Unwin, Limited. 8s. 6d. net.)

This work of reference is a welcome addition to the scanty literature in English dealing with any aspect of the Caucasus, a country as little known to the British, indeed, to the European public, as it is deserving of attention in view of its immense and varied interests. The problematic future, the important strategic position, commanding a gateway from Europe to Asia, and the great resources of this fascinating country, make it well worth the careful study of statesmen and men of commerce and industry. The ancient Georgian Empire, reappearing as a mushroom republic out of the ruins of Russia, to whom the last Emperor Hercules II, turned a century ago for protection against the Moslem enemy, whether Persian, Arab or Ottoman, is still threatened by the pan-Turkish propaganda. Not numerous enough to stand alone, when Russia failed them, the Georgians turned to Germany for help.

The Georgians are an ancient people, Christian when Russia had not yet emerged from barbarous paganism, ethnologically isolated, with a peculiar alphabet and language which is neither Indo-European nor Semitic, but *sui generis*, with its Hevsur, Mingrelian, Laz and other dialects.

Their country is one of great beauty and infinite natural resource; the land is extremely fertile. Only one important mineral is lacking—coal, but this is amply compensated by the presence of oil. Many parts of Georgia are highly petroliferous, but oil is exploited so far outside their frontiers, for neither Baku, Grozny, nor Maikop are in Georgia. A British syndicate has made a plucky attempt to develop a new oilfield in Guria, and it is to be hoped that a period of peace will enable them to continue their work (interrupted and almost destroyed by the war) and crown their efforts with success.

The dominant mineral is manganese, the fields of the Kutais Government having produced almost half the world's output; British capital was confined to a single company, and Greek, Armenian and Georgian capital were overshadowed by German; quite the biggest unit was the Schalken Gruben and Huttenverein of Gelsenkirchen, which in the first half of 1914 so greatly intensified its output that though operations were guillotined by the war, the statistics of that year show no reduction. Their property was sequestered by the Russian Government, and negotiations for its acquisition by a British group were in progress in 1915,

when our representative at Kutais learned that a peremptory order from Petrograd forbade transactions. It is, perhaps, not fanciful to see in this the dark hand of Rasputin, whose intrigues were always busy when big money was in the air.

Another source of potential wealth is the immense deposits of copper which extend practically from the Black Sea to the Caspian. The Caucasus Copper Company is the only British interest in this field. The works fall into the hands of the Turks in 1915, when the manager was wounded, but the enemy did no serious damage to the works. Large capital is required to develop these great deposits owing to the scarcity of roads and means of transport and of fuel.

Mr. Ghambashidze gives a detailed account of the metals and non-metals, with interesting chapters on the subsidiary question of mineral waters and water-power. Probably no country is so rich as the Caucasus in thermal springs; Borzhom, Essentuki, and Kislovodsk are familiar names throughout Russia, and there are hundreds of others undeveloped and running to waste. It is interesting to note that the name of Tiflis, famous for centuries for its sulphur baths, is a corruption of the Kartvelian (Georgian) word "tibilissi", meaning warm. It is probably only a coincidence that this resembles Tepitz, Toplitsa and other places with an identical meaning in the Slavonic languages.

The book is richly supplied with statistics and illustrated by a fine series of photographs of some of the most famous bits of Caucasian scenery.

It is certainly to be hoped that British enterprise will turn its attention to the great resources of the Caucasus.

"The Near East".

Largest British Airship Sold to U.S.

General Seely stated in the House of Commons: "Arrangements have been made between the United States Navy and the Air Ministry by which the airship R. 38, embodying the newest features in design and construction, will be completed without delay. The vessel will be handed over to the United States naval personnel on completion, and will proceed to America with her American crew as soon as the shed to house her is ready.

"The United States Navy will take over the vessel at cost price, the Royal Air Force undertaking the training of the American naval personnel, free of cost except pay and rations".

R 38 is now in the early stages of construction at the works of Messrs. Short Brothers, Bedford. She will be the largest airship yet built in England having a capacity of roughly 2,750,000 cubic feet—or about 250,000 cubic feet larger than R 34, which made the return journey to New York without mishap in July.

KARS.

Erivan newspapers report that 92,927 persons are receiving free food in the Kars region, and 37,665 receive subsidies.

Rhone Horse Power for Paris.

The *Main* gives the following information regarding the harnessing of the Rhone: In view of the harnessing of the Rhone a bill has been voted by the Chamber which would provide a force of 800,000 horse power from the power of this river.

Another bill drafted by the Ministry of Public Works deals with the harnessing of the French part of the Rhone. This bill comprises the digging of a large lateral canal 125 kilometres long between Huningue and Strasburg and the creation at Strasburg of a riverine port of large capacity. This canal would be about 20 metres wide and would have a draft of 6 metres, which would make it navigable for the largest among the Rhine steamers. Besides it would be organized so as to permit the building of 10 hydro-electric stations, which would each supply a force of 70,000 horse power, thus producing a total of 700,000 horse power.

The cost would be nearly 11 billion francs. Thus Paris and the north of France would gain a force of 800,000 horse power and supposing that this new force was left for the exclusive use of the capital each inhabitant of Paris would have the use of a half a horse power for the small sum of 200 francs a year.

Dump Explosion at Namur: British Casualties.

London, Nov. 20.—A telegram from Namur says that a large ammunition dump was blown up this morning near Diave fort. Of the 14 British sentries who were on duty, only four have answered the roll-call.

The cause of the accident has not yet been established. Explosions are still occurring.

The explosion of the whole dump would endanger the town of Namur. The inhabitants of the region have sought shelter in their cellars and special measures have been taken on account of the large number of gas shells stored in the ammunition dump.

Insolent Millionaire Fined.

A Rhine millionaire named Scholler, has been sentenced to six months imprisonment at Duerin for insolence to a British Officer and for failing to supply adequate heating in the room of his house where British officers were billeted.

Von Tirpitz's Memoirs

Admiral Tirpitz's ponderous "Memoirs" have just been published by Messrs. Hurst and Blackett, London, in two volumes.

The most interesting part of the book is the war journal which Tirpitz states that he kept at the German headquarters in 1914—1915, where he naturally had every opportunity of knowing what was happening. He told the Kaiserin in early 1915, "That the Kaiser is encircled and hemmed in by a crowd of weaklings", and he says that she replied, "Yes, unfortunately, it is true".

It was the Kaiser, we are assured, who "put the brake on Ingenohl (commanding the High Sea Fleet). He won't run any risks with the fleet. He wants to hold back till the winter (of 1914) if not altogether". And on land the inability to strike a decisive blow is ascribed to "an unheard-of failure in our supreme command, in which the head (the Kaiser) is implicated... It is just the Kaiser's peculiarity that he won't come to any decision or bear any responsibility... The more I see of the Government of the Empire by the Kaiser the more my hopes dwindle... Such a lack of a strong personality at the head... is astounding, and forms a deep sore in our national organisation".

When a French airman dropped five bombs on Charleville, where the Kaiser was living, we are told: "The Kaiser is furious, and the latest is that Buckingham Palace is to be 'in bounds' (i. e. open to attack by German aircraft). He really seems to imagine that by a tacit harmony between the chiefs he can spare himself".

Tirpitz from his war journal appears to have constantly warned the German Staff against under-rating the British. So early as August 23, 1914 (the date when Mons was being fought) he says: "Nobody seems to understand that our greatest danger is still the polo-playing Englishmen".

The chief pirate's opinions on "frightfulness" are interesting. He writes: "I am not in favour of 'frightfulness'. Today I have used my influence to get an old English admiral who was interned sent to Italy. Also the indiscriminate dropping of bombs is wrong; they are repulsive when they hit and kill an old woman, and one gets used to them. If one could set fire to London in thirty places, then the repulsiveness would be lost sight of in the immensity of the effort".

But elsewhere he says: "All that flies or creeps should be concentrated on London; that is what I am advocating orally and in writing".

He lamented the failure of the Germans to reach the Channel coast and Calais, in the battle of Ypres, because, if they had done so, London might have been bombarded with long-range guns such as were afterwards used against Paris.

German Lottery Loan: First Prize of £50,000.

London, Nov. 10.

A Berlin message says that under financial stress, the German Government will revive the system of lottery loans abolished in 1871, when the empire was founded. The first lottery-loan will be open to subscription from November 10 to December 3, and will be limited to 5,000,000,000 marks (equal nominally to £250,000,000).

Each lottery ticket costs £50, half of which may be paid in war loan at face value. Each ticket is equivalent to £50 of new loan, because it bears 5 per cent. interest and is repayable at par within eighty years, or as much sooner as it is drawn in annual drawings. But the interest is not paid annually in cash. It is added to the principal and paid when the lottery is drawn.

After twenty years any ticket undrawn may be returned to the State, its face value, plus 5 per cent per annum, being paid to the holder or his heirs. Up to £1,250 holdings are free from death or succession duties.

Each year lots will be drawn for repayment. There are special prizes twice yearly, the first in March, 2,500 numbers being drawn on the usual lottery plan.

Altogether during the life of the lottery loan, there are 400,000 prizes. It is possible that one subscriber of £50 might continue to draw the first prize of £50,000 every year for eighty years. Only in case of national bankruptcy and repudiation of debt could each bond be worth less than £95 in 1940.

Asleep in the Air.

French firms are turning more and more to aerial transport to avoid delay of perishable goods for England. The Airco (Compagnie Générale Transaérienne) has been asked to state terms for carrying consignments of Normandy butter to London, and have already taken over several boxes of cream cheese.

There recently arrived in Paris from London by air an American lady who wanted to catch the boat sailing from Havre. So tired and worn out was she when she got into the covered two-seater machine which she had hired for the journey, that she fell fast asleep, and had to be awakened on arriving in Paris after an aerial slumber of over an hour.

It is a curious fact that by far the greater quantity of mail that the British postal authorities are sending over by air consists of printed matter such as circulars.

The King of Greece flies in a Handley-Page.

The King of Greece has shown great interest in the exhibition of British Manufactures and Machinery at Athens. On one occasion he flew over the Capital accompanied by his naval attaché in the Passenger Handley-Page machine which came by air direct from England for the Exhibition.

The aeroplane is housed at the Tatoi aerodrome and is now making daily flights carrying a complement of ten passengers. The King circled several times over the Zappion where the exhibition is being held, and round the Acropolis. On reaching the aerodrome he expressed his great enjoyment of this new experience.

And Prefers British Motor-cars.

We also learn that the King of Greece who is a keen and expert motorist showed his attachment to British automobiles by using British cars during the exhibition. A series of beautiful photographs have reached us showing His Majesty in the 25 to 30 H.P. Crossley Cars supplied by McMANUS BROS Ltd whose wide activities in the trade world of the Levant and Constantinople are so well-known. The cars standing under the poplar trees outside the Royal Palace look the very latest thing in finish and style, and the attendant guard of Evzones is evidently impressed. In one photograph we see the King of Greece with Captain Stanley Morton, managing Director of McManus Bros Ltd and Captain J.N.H. Brooke, Chief Engineer of the same Company, who acted as chauffeurs to the Royal party. General Korakas, Minister of War, Colonel Soutsos, Military A.D.C., and the King's Military Secretary are also in the same group. The cars show a turn out of the very highest quality which British goods attain.

The Operations in N. W. Russia.

A War Office communiqué states that north and west of Riga, the Letts, under cover of a bombardment by Allied squadrons, advanced along the coast ten miles west to the mouth of the Dwina and drove back Bermond's troopers from the immediate suburbs of the city, capturing two guns, many machine guns and a number of German prisoners.

Information has been received that the Germans made an attack on Libau. Their main efforts were directed against the northern defences of the city but owing to the freezing of the lake the attack was repulsed. It is expected that the attempts will be renewed with greater strength. Fears are also entertained that the Germans may try to recapture Windau.

British Civil Aviation; Empire Air Routes Mapped Out.

London, Monday.—A synopsis of the progress of the work of the Department of Civil Aviation for the first six months of its existence from May 1st to Oct. 31st 1919, shows that considerable progress has been made with the development of Imperial Air Routes.

The Cairo-Karachi route has been opened for military purposes and will be available for civil traffic at an early date. That from Cairo to Capetown has been surveyed and a chain of landing places established. The latter sections lying within the Union of South Africa should shortly be available for the use of civil enterprise and the whole route should be capable of being flown on an experimental basis before the end of the year. Full reconnaissance of the route from India to Australia has also been completed.

A Navigational Bill making operative the recently signed International Air Convention is being drafted.

The statistics of firms which have participated in the preparatory civil aviation work show that nearly 303,000 miles have been flown, 4,000 flights have been carried out and several thousands of passengers have been carried. The accidents during the six months are insignificant, amounting to 15 deaths and 16 wounded.

Hun Cruelties in E. Africa.

The Belgian Ministry of the Colonies has just issued a Grey Book dealing with the fate of the prisoners in East Africa during the campaign there. In the first part of the book a mass of documentary evidence reveals the sufferings inflicted on the Belgian prisoners by the Germans.

Oiling Stations.

Very soon the name of "coaling stations" for ships must be altered. They will have to be called "oiling stations".

Vast provision has very quickly been made at ports all over the world for the feeding of British naval and merchant vessels with oil fuel.

Great tanks to hold tens of thousands of gallons of oil have been erected at ports in the United Kingdom, and others are already in place, or are being provided on the shipping routes all over the world.

They have been fixed at Colombo and the Bermudas, and will be ready before long at Port Said, Aden, Capetown, Malta, and the Azores. All bunkering places, in fact, are to have their oil tanks.

Some of the British battle cruisers, and all of the latest destroyers, are using oil fuel, while nearly all of the merchant ships now on the stocks will have oil-driven engines installed.

The German Destruction of the French Mines.

Very interesting technical studies relative to the systematic destruction of the French coal mines by the Germans have been published. The destruction was accomplished at three different times which correspond exactly with the Franco-British offensive of September 1915, the capture of the Vimy Heights in April 1917 by the British, and the Allied general offensive which preceded the armistice.

First the enemy completely ruined the mines at Lens and Lievin. The extraction of eight million tons a year was rendered impossible for many years. When the British captured Vimy Heights, the Germans again manifested their destructive instincts.

The Austrian High Command's Armistice Mistake.

A Vienna message says that the inquiry by the commission specially appointed to inquire into the circumstances relative to the cessation of hostilities ordered by the Austrian military authorities at the time of the signature of the armistice 36 hours before the Italian execution of the armistice, has revealed that the Austrian High Command is exclusively responsible for this premature order which led to the capture of about one hundred thousand men belonging to the Austrian Army.

The Austrian High Command seems to have decided to give the order on hearing that the Hungarian Czecho-Slovak and Yugo-Slav Governments had already recalled their troops.

TO BE SOLD:

A Testament of great historical value, in Georgian, printed in Moscow in 1737.

1 1/2 x 4 vershoks. Bound in velvet, ornamented with gold medallions in relief representing the Saviour and the four Apostles. This Testament formerly belonged to the Georgian Royal House.

Mr. Bakradze, member of the Academy of Science, says in his book that the testament printed in Moscow in 1737 is a rare specimen. He has never come across another such book either in Russia or in the Caucasus. This testament was part of the dowry of the Tsarina Nina Georgievna and bears the following inscription of the Tsar George XII: "Let it be as a token of health to her. Amen. Kyrie Elcison". The text of the testament has the crest of the Tsars of Georgia.

RARE AND UNIQUE SPECIMEN.

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