

THE DISPATCH.

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HUDSON BAY ROUTE GREAT POSSIBILITIES

Will Show Within a Few Years the Great Material Wealth of the New Region

W. B. McPherson, B.Sc., Toronto, who spent several months in survey and exploration work at Hudson Bay, says in part of the Hudson Bay Route:

"There will be large and important industries opened within the next few years in Hudson Bay. For the past seventy years whalers have been visiting the territory from the Atlantic coast of the United States. Their schooners... The whalers from Hudson Bay are worth from \$10,000 to \$20,000... In 1886 Lieut. A. R. Gordon... the average value of each whale... from the year 1848-1875... and Mr. A. P. Low in 1904... information supplied by Captain Comer, an American whaler, places the average value of a whaling car between 1891 and 1904 at about \$3,000. It is easily seen that this industry should be valuable to Canada. These fisheries are vast and varied. Bowhead or Arctic whales are worth \$14,000 a ton and an adult whale will yield 1,500 pounds of oil and bone. Then the porpoise or white whale is present at the mouths of all large rivers in thousands. These whales are about fourteen feet long and are valuable for their hide and oil. The walrus is very common in the northerly and westerly portions of the Bay and has a considerable commercial value. Several varieties of seal exist in great plenty. Salmon and cod swarm the waters. The salmon is so abundant and of such quality that an industry like that of British Columbia may be opened up. The Hudson Bay Company make annual shipments to Europe at present from Ungava Bay on the south side of the Strait. It is easily seen that this new route will, in the next few years, show what exists in this region of Canada to be added to our reserve of natural resources. The rocks over much of the bordering region give promise of mineral wealth. Enough exploration has been done to hold great attraction to the prospector. However, apart from the latent resources of the Bay, this new route means much to the West. At half a cent per ton a mile, it means fifteen cents saved on each bushel on the whole trip. When a crop of 50,000,000 bushels is laid down annually via the Hudson Bay Railway, the saving will be \$9,000,000, which is seriously worth something to the producer. Once grain commences pouring out this way the ships will soon appear with west bound cargoes in return. On shipping cattle a saving of at least \$5.00 to \$5.00 per head will be effected in freight, considerable loss due to shrinkage which occurs when animals are confined on a transcontinental rail haul will be avoided, and the animals will be marketed in better condition."

THROUGH HUDSON BAY

What Two Authorities Say Regarding Ice Navigation

"Will there be navigation enough through the Hudson Bay Straits after the railway end of the route is built to justify the existence of the road?" Opinions are all that can be quoted just now. Two of the most worthy the writer could find are given herewith. Mr. G. Halcrow, retired factor of the Hudson's Bay Company at the Bay, who has resided in this district for over forty years, who lived for eight years on Hudson's Bay, and who several times travelled through the Straits, says that navigation can be kept open through the northern passages for eight months in the year. Mr. J. P. Gordon, assistant to Engineer Armstrong of the Hudson Bay Railway, who was with H. W. Frank Cochrane on his trip through Hudson's Bay, made the statement that, so far as ice was concerned, no trouble need be anticipated for a considerable period during the year. His party, he said, had found no ice in Hudson's Straits or on the coast of Labrador. The Straits of Belle Isle were the only places where ice had been encountered.

Pecking a Motorist

For throwing a stone through the glass screen of a motor-car and injuring two of the occupants, Edith Willis, a middle-aged woman, was sentenced at Brantford to six weeks' hard labor. Miss Dot Laird, the owner of the car, was cut on the lip by broken glass and a companion's arm was cut. Willis, it was stated, said that some motorists had laughed at her; "I will have my revenge," she said.

July Rod and Gun covers a considerable range in its outdoor stories for this month. Salt Water Fishing near Victoria; the Hunt of L'Agglis, which purports to be the narrative of a French Canadian habitant; The Home of Jasper the Yellowhead; The Trail Maker; the Quatico; The Greatest of Big Game Fishing, being an account of the catching of a record tuna off Port Medway, N. S.; and One Day's Fishing in the Magalloway, are some of the articles appearing in this issue and in addition there is a full account of the Dominion of Canada Trap Shooting Tournament and other Trap Notes as well as the special departments devoted to guns and ammunition and fishing matters. This made in Canada sportsman's magazine is of interest to all Canadian sportsmen as well as to those Americans who come to Canada for their fishing or camping experiences. W. J. Taylor, Limited, publish this magazine at Woodstock, Ont.

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FREDERICTON BUSINESS COLLEGE will open its FALL TERM on WEDNESDAY, SEPTEMBER FIRST Now is the time to write for full particulars. Address, W. J. OSBORN, Principal, FREDERICTON, N. B.

Russian Retreat Good Strategy

(New York World.) Washington, June 23.—American military experts to-day looked upon the German occupation of Lemberg not as a German victory but as an excellent sample of Russian strategy.

One of the best known officers in the United States army to-day discussed the Lemberg evacuation at length with The World correspondent, with special reference to the part it will play in the allies' campaign.

"When Lemberg fell Berlin heralded it as a great victory and the German people celebrated," he said. "On its face it looks like a victory, and if Lemberg were the German objective it would be a great victory, but Lemberg is not the German objective, and the Russian evacuation of the city is in reality a very good piece of strategy from the Russian standpoint."

"In considering the war on the Russian frontier there are several vital facts which must be kept constantly before the mind, or else the layman is likely to lose his perspective completely. The fighting at Lemberg is merely incidental to the general programme."

"Germany to-day is confronted by two enemy lines. One of these, the French line, is approximately 500 miles in length. The second, the Russian line is approximately 1,000 miles in length. Because of the fact that she has been preparing for this war for years Germany was in the pink of condition last August. With the exception of France, the allies were unprepared. Finally, it will be a war of iron and men—these are the two great elements that must be conserved."

"England is short of guns, ammunition and men. Within a few months this shortage will be wiped out. Russia is dreadfully short of guns and ammunition and of trained men. Within a few months these weaknesses will be wiped out. In the case of Russia it may be the spring of 1916 before she is in a position to put a real army with modern guns and ammunition in the

field. Although it may appear to be a bit peevish to state them, these facts must always be borne in mind in relation to the present war.

"For many reasons—because the line is shorter and because the victory would be quicker and greater—Germany at this time should be giving all of her attention to the French lines. She should break through them at all costs and destroy France, following her victory into Italy."

"Likewise, the allies, operating from France, should make their strongest fight along those lines, in the hope of piercing Germany without delay."

"Now, the single service that Russia can be expected to render her allies at this time is to harass Germany by maintaining long lines and therefore compelling her to keep a great number of men on the Russian frontier, thereby weakening the lines against the French and rendering them incapable of a great offensive movement. Of course, if Russia was prepared with guns and ammunition she would be expected to make a great drive, but considering her handicaps, she is giving her allies great help."

"Now, getting down to the situation at Lemberg. When the Russians made their first drives into Austria and Germany they could have had little hope of continuing the movement indefinitely, because of the shortage of arms and ammunition. Their only purpose was to embarrass the Kaiser by compelling him to withdraw hundreds of thousands of troops from the other front."

"This he did without delay. The German offensive movement was halted and the German armies began to drive on the Russian lines. Just as soon as the Germans began their drives the Russians started on a slow retiring movement."

"Let us assume that the Germans have driven the Russians back approximately 150 miles. What does that mean? If Russia were the size of Germany it might mean much, but as a matter of fact Germany might continue at this rate all summer and yet she would be the loser in the long run. The reason is simple. The Czar can afford to lose millions of men. The Kaiser cannot do so. If in the retiring movement the Russians kill one German for every Russian the Germans kill, the advance will all be with Russia."

"This is the general theory of the campaign that has been carried out in the Lemberg fight. Lemberg was of little value to the Czar. Its post office and its public squares are of no military value. But the German soldiers who were killed in the battle were of great value from a military standpoint."

"The question immediately arises: Then what must the Kaiser do before he can be considered as having seriously defeated the Russians?"

"The answer is simple. He must destroy the Russian army by enveloping it in sections, or he must tear it to pieces by shreds. As long as the Russian commanders are capable of maintaining their lines and make it impossible for the Germans to break them up or envelope them it makes little difference whether the battle front is 100 miles within the Austrian border or whether it is pushed back 100 miles into Russia."

"As long as the Russian line holds the Kaiser's efforts will be wasted, because every movement he makes costs him a life that is worth to him five times as much as the life that went with it is worth to the Czar."

"It is highly probable that the Russians will continue their defensive movement all summer. However, whenever the Germans show a tendency to relax and strengthen their lines on the French front, you will find that the Russians will change to offensive tactics, and thereby they will compel the Germans to maintain a great force before them at all times."

"Considering the shortage of munitions the Russians have handled their campaign magnificently. If it had not been for the Russian forces it is probable that the Kaiser would have broken the backbone of the allies in France and the decisive stages of the war would have passed before this time."

The Hesperian, with the 42nd Canadian Highlanders on board, has arrived in England.

Result of Exams Sloyd School

Table with columns: GRADE IX, Groves & Tongue, Tea Tray, Pen Tray, Dovetail Tee-halving, Stopped Dovetail Tee-halving, Paper Rack. Lists names and scores for Howard Rogers, John Wallace, Earl Strong, Wilmot Sealey, Donald Lindsay, Raymond Graham, Fred Grant, Vernon Holyoke, Carleton Fisher, Oscar Hemphill, Mark Kelly, Hugh Kearney, Donald Rankin, Douglas Mooers, Raymond Jones.

FISHER.

GRADE VIII.

Allan Tompkins, 77 25; Hedley Coppitts, 77; Joseph Risteen, 75 10 11; Willard Hanson, 75 9 11; Clarence Hayden, 75 2 5; Kenneth Hayden, 74; Miles Mooers, 73 2 3; Arthur Sprague, 73; Sorey Balmain, 72 8 4; John Troy, 70 2 8; Orval Troy, 69.

GRADE X.

China Cabinet—Lynn Slipp. China Cabinet—Lyman Flemming. Magazine Stand—Basil Watson. Book Case—Francis Sullivan. Costumer and Magazine Stand—John Savage.

Fern Stand—Hubert Sealey. Magazine Rack—Wilbur Kelly. Dining Chair—Kenneth Shaw.

Prize of Plane given by Col. F. H. J. Diblee. Things judged by Mr. Burnham. Awarded to Wilbur Kelly.

GRADE VII.

Connell Smith, 76; Ray Smith, 75 1-5; Willie Plummer, 74 3-5; Geoffrey Allan, 74 1-2; Michael Corbett, 74; Gordon Noble, 73 2-3; Raulolph Jones, 73 5-9; Cecil Morris, 73 1-2; Ronald Strain, 73 1-7; Bayard Manzer, 71 5-9; Orval Burden, 71 1-6; Harrie Stairs, 71; Ray Campbell, 71; George Searle, 69 7-9; Drummond McCunn, 69 1-2; Jack Whitehead, 69; Ross Mavor, 68 1-4.

GRADE VI.

Leroy Montgomery, 74 2-5; Harold Delong, 74 2-9; Creighton Balmain, 74 2-11; Donald Vanwart, 73 1-3; George Jones, 73 2-9; Willard Tompkins, 73 1-6; Kenneth Stairs, 72 1 4; Percy Allanwather, 71 3-4; Walter Vanwart, 71 3-3; Douglas Hayden, 71 1-4; John Fraser, 71 1-7; George Furlong, 71 1-8; Hillie Hanson, 70 5 9; Ned Greer, 70 2-3; Donald McDougall, 70 2-3; Robert Sanderson, 70 1-2; William Riggs, 69 1 2; Earl Jacques, 69 1 3; Wilfred Thompson, 68; Walter Jones, 67 2 3; Raymond Brown, 67 1 6; Donald York 70 8-9.

GRADE V.

Edward Clark, 78 4 9; Allen Young, 77 2 3; Earl Troy, 75 1 3; Charles Com

Red Cross Work.

The ladies receiving socks for Carleton County Sock Day, beg to acknowledge the following:—

Bellville R. C. Society, Mrs. Herbert McBride, pres. 12 prs., socks.

Lindsay R. C. Society, Mrs. D. L. Gray, pres., Miss Pearl Cheney, Sec., 24 prs. socks.

Mrs. W. B. Nicholson \$1.00 for socks.

Miss Etta Lane, \$1.00 for socks.

Mrs. T. S. Duncan, 1 pr. socks.

Mrs. R. P. Hartley, 1 pr. socks.

The Misses Sherrard, 6 pair socks.

Mrs. Darcus Downey, Newburg Junction, 1 pr. socks.

Mrs. F. H. J. LISBLEE, Hon. Pres.

Mrs. W. P. JONES, Pers.

Mrs. W. P. BELVEA Sec.

The Woodstock Branch of the Canadian R. C. S. wish to acknowledge and thank the following:—

A. D. Nicholson, 2 heavy wool blankets.

Mrs. Wilmot Hay, old linen.

Lindsay Red Cross Society, Mrs. D. L. Gray, pres., Miss Pearl Cheney, sec., 24 prs. socks, 7 hospital shirts, 40 bandages.

The Misses Sherrard, 6 pr. socks.

Mrs. Edgar Mair, 1 pair socks.

Mrs. Stokes, 1 pr. socks.

Miss Janet Brown, 1 pr. socks.

Mrs. C. L. Perkins, 1 pr. socks.

Mrs. George Saunders, 1 pr. socks.

Mrs. Robert Ross, 1 pr. socks.

Mrs. W. P. JONES, pres.

Mrs. W. B. BELVEA, sec.

SOCK DAY.

Don't forget Sock Day on Tuesday July 13. One thousand pairs of socks are needed for the soldiers.

Mrs. W. P. Jones.

Mrs. W. B. Belvea.

Mrs. J. C. Hartley.

Mrs. A. C. West, of Centreville, who has been visiting Mr. and Mrs. H. S. Burt returned home last week. She was accompanied by Mrs. Burt, who spent a day in Centreville.

UNCLE OF EUROPE

Prince Waldemar of Denmark, though still a comparatively young man, fifty-four years of age, is uncle to five rulers of Europe, the Kings of England, Denmark, Norway, Greece, and the Emperor of Russia.

Prince Waldemar, besides being an Admiral in the British navy, is interested in commercial ventures. He is a personal and intimate friend of several East Asiatic rulers, especially the King of Siam, and his friendship may to a great extent be credited to the success the "East Asiatic Company" has achieved in East Asia. The Prince is the only surviving brother of Queen Alexandra, and after the death of his brother King George of Greece he inherited the title "The Uncle of Europe."

Clever Painter

A Russian artist has invented a method for painting several theatrical scenes on the same canvas. The pictures change as the light changes on them.

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