RAVEL

ADIAN
ACIFIC
ESEEKERS
URSIONS
FROM
ME PROVINCES
TO
ERN CANADA
TICKETS ON SALE
Y WEDNESDAY
8th to October 25th
TO
EGINA, SASKATOON, CALGARY
EDMONTON, ETC.
Two Months from date of issue
SLEEPERS FROM MONTREAL
culars apply to Agent or write
URPHY, D.P.A., C.P.R., St. John, N. B.

STEAMSHIP LINES
THE-WAY-BY-WATER.

FRONTIER LINE
AMER ST. ANDREWS
port Mondays, Wednesdays
at 2 p. m., Tuesdays, Thurs-
turdays at 7.30 a. m., for St.
obbinston, Red Beach and
turn, leave Calais Mondays,
and Fridays at 8 a. m., and
weather and tide permitting)
ch, Robbinston, St. Andrews

INTERNATIONAL LINE
VIN AUSTIN AND GOVERNOR
DINGLEY
John Mondays, Wednesdays
at 9 a. m., Eastport at 2.30
ubec, Portland and Boston.
ve Central Wharf, Boston,
Wednesdays and Fridays at 9
ortland, Eastport, Lubec and

AINE STEAMSHIP LINE
ween Portland and New York
TH LAND AND NORTH STAR
ranklin Wharf, Portland, Tues-
days and Saturdays at 6.30
Mondays at 10.30 a. m., June
t. 11th, inc.

METROPOLITAN LINE
tween Boston and New York
13½ Hours
ute via Cape Cod Canal
RESS STEEL STEAMSHIPS
HUSETTS AND BUNKER HILL
orth Side India Wharf, Boston,
s and Sundays at 6 p. m. Same
eturning from Pier 18, North
ot of Murray St., New York

Eastern Standard Time
HADWICK, Agent, Calais, Me.
EAVITT, Supt., Eastport, Me.

HANGE OF TIME
Manan S. S. Company
1916—Grand Manan Route
after June 1st and until further
the steamer "Grand Manan"
s follows:
Grand Manan Monday at 7
St. John via Campobello, East-
Wilson's Beach. Arrive at St.
30 p. m.
ing leave Turnbull's Wharf,
at 10 a. m., for Grand Manan
n's Beach, Campobello and East-
rive at Eastport 2 p. m., Grand
p. m.
Grand Manan, Wednesdays, at
for St. Stephen via Campobello,
and St. Andrews.
ning leave St. Stephen, Thursdays
, for Grand Manan via St. An-
astport and Campobello.
Grand Manan, Fridays at 6.30
St. John direct. Arrive at St.
a. m.
ning, leave St. John at 2.30 p. m.,
d Manan direct. Arrive at Grand
p. m. same day.
Grand Manan for St. Andrews
at 7 a. m., via Campobello and
. Arrive at St. Andrews at 11

ning leave St. Andrews at 1.30
me day, via Eastport and Campo-

tlantic Standard Time
L. C. GUPTILL, Manager
Grand Manan.

IME STEAMSHIP CO., LTD.
March 3, and until further notice,
S. Connors Bros., will run as
St. John, N. B., Thorne Wharf
arehouse Co., on Saturday, 7.30 a.
St. Andrews, calling at Dipper
Beaver Harbor, Black's Harbor,
ay or Letite, Deer Island, Red
St. George. Returning leave St.
s Tuesday for St. John, calling at
or Back Bay, Black's Harbor,
Harbor and Dipper Harbor, tide
ther permitting.
—Thorne Wharf and Warehouse
, St. John, N. B.
e 2581; manager, Lewis Connors,
Harbor, N. B.
Company will not be responsible
debts contracted after this date
a written order from the Com-
Captain of the steamer.

OTTE COUNTY REGISTRY OF DEEDS.
ST. ANDREWS, N. B.
eorge F. Hibbard, Registrar
e hours 10 a. m. to 4 p. m., Daily.
ndays and Holidays excepted.

ANDREWS POSTAL GUIDE.
LBERT THOMPSON, Postmaster
e Hours from 8 a.m to 8 p.m.
ey Orders and Savings Bank Busi-
ransacted during open hours.
ers within the Dominion and to the
States and Mexico, Great Britain
and all parts of the British Empire,
s per ounce or fraction thereof. In
n to the postage necessary, each
etter must have affixed a one-cent
Tax" stamp. To other countries, 5
for the first ounce, and 3 cents for
additional ounce. Letters to which
cent rate applies do *not* require the
"Tax" stamp.
Cards one cent each to any address
nada, United States and Mexico.
int post cards must have a one-cent
Stamp" affixed, or a two-cent card
e used. Post cards two cents each,
her countries. The two-cent cards
f require the "War Tax" stamp.
wspapers and periodicals, to any ad-
in Canada, United States and
co, one cent per four ounces.
IVES: 11.35 a. m.; 10.50 p. m.
SES: 6.30 a. m.; 5.30 p. m.
Matter for Registration must be Postel half an
revious to the Closing of Ordinary Mail.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, JULY 29, 1916 — NO. 5

THE ABSENCE OF LITTLE WESLEY

SENCE little Wesley went, the place seems all so strange and still—
W'y, I miss his yell o' "Gran'pap!" as I'd miss the whipperwill!
And to think I sat to *scold* him fer his everlastin' noise,
When I only rickollect him as the best o' little boys!

I wisht a hundred times a day 'at he'd come trompin' in,
And all the noise he ever made was twic't as lound ag'in!—
It u'd seem like some soft music played on some fine instrument,
'Longside o' this loud lonesomeness, since little Wesley went!

Of course the clock don't tick no louder than it ust to do—
Yit now they's times it 'pears like it u'd bu'st itse'f in two!
And let a rooster, sudden-like, crow som'er's clos't around,
And seems's ef, mighty nigh it, it 'u'd lift me off the ground!

And same with all the cattle when they bawl around the bars,
In the red o' early mornin', er the dusk and dew and stars,
When the neighbers' boys 'at passes never stop, but jes' go on,
A-whistling kind o' to theirse'v's—since little Wesley's gone!

And then, o' nights, when Mother's settin' up oncommon late.
A-bilin' pears er somepin', and I set and smoke and wait,
Te the moon out thregh the winder don't look bigger'n a dime,
And things keeps gittin' stiller—stiller—stiller all the time—

I've ketched myse'f a-wishin' like—as I clumb on the cheer
To wind the clock, as I hev done fer mor'n fifty year,—
A-wishin' 'at the time hed come fer us to go to bed,
With our last prayers, and our last tears, sence little Wesley's dead!

JAMES WHITCOMB RILEY (1848-1916)

SHARKS

THE tragic depredations of man-eating sharks along the Atlantic seaboard lend an especially timely interest to a communication from Dr. Hugh M. Smith, the foremost American authority on fishes, addressed to the National Geographic Society, and issued as a bulletin.

"When giant fishes are mentioned, most people will at once think of the shark, among which, indeed, are found the largest fish now existing," writes Mr. Smith. "Of the many species of sharks noteworthy on account of their size there are about half a dozen which are preeminent. These differ much in their disposition, some being as harmless as doves and others the incarnation of ferocity.

The sleeper shark (*Somniosus microcephalus*), whose scientific name fits it so admirably, appears to have developed its body at the expense of its brain, for it is a sluggish, stupid glutton, about six times as long as an average man. At home in the Arctic regions, it sometimes makes visits as far south as Cape Cod, the British Isles, and Oregon. It is most often observed lying quietly on the surface, apparently dozing and easily approached, but at times, when hungry, it rouses itself and fiercely attacks whales, biting huge pieces out of their sides and tails, and when feeding on the carcass of a whale which has been killed by hunters it is so voracious that it permits spears and knives to be thrust into it without seeming to take any notice.

One of the most prodigious and perhaps the most formidable of sharks is the 'man-eater' (*Carcharodon carcharias*). It roams through all temperate and tropical seas and everywhere is an object of dread. Its maximum length is forty feet and its teeth are three inches long. While there are few authentic instances of sharks attacking human beings (prior to the recent tragedies), there have undoubtedly been many cases where sharks simply swallowed people who had fallen overboard, just as they would swallow any other food. How easy it would be for a man-eater to devour a person whole may be judged from the finding of an entire 100-pound sea-lion in the stomach of a 30-foot shark on the California coast. A certain man-eater, 36½ feet long, had jaws 20 inches wide, inside measure, and teeth 2½ inches long. This may have been the 'great fish' of the scripture narrative, and it is possible that at that time much larger man-eaters existed than are now known, as shark teeth with cutting edges 5 inches long have been found on the sea-bottom, and these are believed by naturalists to have belonged to sharks not long dead. The phosphate beds of South Carolina yield very large fossil teeth of a shark which was related to the man-eater of the present day, judging from the comparative size of these teeth. Professor Goode thought that sharks 70 or 80 feet long must have been common.

Many years ago a Norwegian bishop in a learned paper brought to the attention of the scientific and theological worlds a shark which he attempted to prove must have been the "great fish" that swallowed Jonah. This was the basking shark (*Celorhinus maximus*), known also as the elephant or bone shark, which is an inhabitant of the polar seas, but occasionally strays as far south as Virginia and California, and in former years was not rare in the United States and British coasts. The species has the habit at times of collecting in schools at the surface and basking in the sun with its back partly out of water. It reaches a maximum length of fifty feet, and is exceeded in size by only three or four animals extant. Provided with small teeth, it feeds on fishes and floating crustaceans, and is not of a ferocious disposition. It is dangerous only by virtue of its great bulk, and when attacked its powerful tail easily demolishes boats.

In former years the basking shark was hunted for its oil on the coast of Norway and Ireland; it was also harpooned on the shore of Massachusetts in the early part of the last century, and as many as twelve barrels of oil were sometimes obtained from the liver of one shark. There are many records of basking sharks 25 to 38 feet long from the coast of New York, Massachusetts and Maine, but the species has not been common in our waters in recent years.

The largest of all fishes, the largest of all cold-blooded animals, and the largest of all existing animals, with the exception of a few species of whales, is the whale shark (*Rhincodon typicus*), originally described from Good Hope, but now known from India, Japan, South America, Panama, California, and various other places, a small specimen having been obtained on the Florida coast a few years ago. This shark has a very broad and obtuse snout and an exceedingly wide mouth armed with numerous minute teeth; the dark-colored body is marked with many small whitish spots. The species is stated to attain a length of 70 feet and is known to exceed 50 feet. Notwithstanding its immense size, however, it is harmless to man unless attacked, and feeds on the small creatures for which its teeth are adapted. Its huge bulk makes it dangerous in the same way that a whale is dangerous. Years ago it was reported that the sperm-whale fishermen at the island of Saint Denis, in the Indian Ocean, dreaded to harpoon a whale shark by mistake, and stories are told of a harpooned fish "having by a lightning-like dive exhausted the supply of rope which had been accidentally fastened to the boat, dived deeper still, and so pulled a pirogue and crew to the bottom."—*New York Evening Post.*

FIRST GOLF LINKS IN UNITED STATES

THE first golf links in the United States were laid out in 1882 at Oakhurst, the estate of Russell Montague, of Boston, near White Sulphur Springs, Va., according to the claims of White Sulphur Springs residents. If this contention is true, the Oakhurst links antedate by four years the course of the St. Andrew's Club at Yonkers. The Oakhurst links are still in existence. A peculiar chain of circumstances led to the founding of the original golf club and the laying out of the links. It was in the days when coaching was in its zenith, and "morning Germans" that started before noon and waned only with the dawning of another day brought the White Sulphur Springs as a resort. Saratoga Springs was at that time its only acknowledged rival.

Back in the Alleghany Mountains, a couple of miles from the hotel and cottage colony, nearly three thousand feet above sea level, there nestles between two commanding ranges a valley that is very Scotch in the characteristics of its scenery. Here the first golf organization was started and course laid out. The club was informal, and there were only half a dozen members, but regular medal plays were a feature, and for six successive Christmas Days the players met in what might be termed the first series of annual tournaments in the United States. The players were handicapped, and scores were kept from year to year for classification and record.

Greenbrier County was originally settled principally by Scotch and Scotch-Irish. Later in the sixties and seventies a small coterie of Scotchmen and Englishmen with varied interests on this side of the water formed a little colony of their own near White Sulphur Springs. The Montagues placed their estate at the disposal of George Grant and a number of the English and Scotch neighbours when the latter told them that the Oakhurst acres would make an ideal course. Grant had an adjoining place, called Greycliffe. He and his nephew, Lionel Torren, an English tea planter, who had played golf in East India, Scotland, and England, mapped out the course.

A couple of years passed before it was in perfect condition, but neither time nor expense was spared, and to-day the Oakhurst links stand as a monument to Grant and Torren. They had the benefit of advice from Alexander and Roderick McIntosh McLeod, of Dalvey, Scotland, whose place was a mile away in the same valley. Montague, a Harvard '74 man, who had played at St. Andrews and a number of other Scotch clubs, assisted, with George M. Donaldson, also from Scotland, and made up the membership of the original golf club. He was the only American member.

The estate was admirable for golf links. There were nine holes and over 2,700 yards were covered. The driving tees were grass, and the putting greens, though they have not received attention since the links were abandoned, five years ago, when the White Sulphur Springs course was laid out, may still be noticed by the most casual.

Conditions for golf were entirely different in 1882, when five Britons and one American represented the total number of golfers, from what they are to-day, when the number of players runs into the thousands. The cups still in ground at Oakhurst are cumbersome; they are thicker and heavier than those used today. Clubs, too, have changed somewhat, as may be seen when the latest are compared with those first used at Oakhurst, and still in Montague's possession.

Solid brass was used in the construction of all the heads in the iron clubs, and the wooden heads of the drivers and brassies were longer and narrower. The balls brought over from Edinburgh were heavier than the present ones, and always sank in water. Being solid gutty, they, of course, had little or none of the bounce and carry of the present-day ball. The Oakhurst players always insisted that they have never had as keen enjoyment out of the game at any of the clubs where they have since played as at their own links, with their old clubs and balls.

There were no golf supplies to be had in this country in the early eighties, so the members had them shipped over from their home clubs in their respective native lands. One of the members, Donaldson, had a funny experience when he arrived at a New York custom house, following a visit to Scotland. It was in the late eighties, and he brought over an unusually large supply of clubs and balls for himself and his friends. The customs inspectors at New York were dubious, and, following an hour's conference, insisted upon retaining the supplies until they had an official ruling from the Treasury Department at Washington before Donaldson could take possession of the supplies. One of the inspectors insisted that no one ever played a game with "such implements of murder." Donaldson was irate and stormed, but nevertheless he had to leave New York minus the clubs, and had to wait a weary six weeks before the customs officials decided that they were harmless enough to enter the country.

The players who followed "a big marble over the hills" were the butt of much scorn and ridicule from visitors at the springs, who frequently drove over in coaches to see those funny Scotchmen play marbles with sticks. From time to time visitors tried the game, but when they found great difficulty in even hitting the balls they proclaimed it silly, and went back to their dancing, croquet, and tennis. It is a tribute to Montague that, though he failed to interest his friends in the game for twenty years, his prediction that it would rival the most popular sports, once it took hold, has been more than fulfilled.

Donaldson and Montague occasionally meet for a game, but when they do, they turn their backs on their home links and wend their way to the Greenbrier Golf Club, where they play over a splendid course laid out by Charles B. MacDonald, founder of the National Links of America.

A good greenkeeper is worth his weight in gold, in spite of the fact that to the uninitiated it may seem very easy to produce grass. It is; but the growing of grass and the production of true golf turf are quite different. Probably the best-known greenkeeper in the world is Peter Lees, whose work was first known generally in America at the time of the introduction of Alpinization at Mid-Surrey, England. He came to America several years ago to superintend the construction of the new course at Lido, L. I., and many who have visited the place declare that the course must rank among the greatest which the game has ever known. Lees has superintended the construction of several courses hereabouts, and his methods have proved a revelation. His quick conception of conditions is remarkable, indeed, and the results of this methods stamp him a past master.

When Lees came to America there were those who were skeptical of his ability to grapple with unknown conditions. Turf, which is natural in Great Britain, is produced in this country in a very different manner. Lees realized this immediately and casting away from his usual procedure, he followed along new paths to success.

As an example of his skill the following is related: In many sections each year an unbidden guest makes its appearance on the putting greens. All golfers will recall a variety of grass which produces a tiny blossom quite early in the season. Scientifically it is known as *poaannua.* Most greenkeepers consider it a pest, and they have racked their brains for methods to destroy it. Lees contended that this same *poaannua* really was most desirable, provided it were properly treated, and the soundness of this theory has been proved beyond qvestion.—*New York Evening Post.*

RECRUITING IN NEW BRUNSWICK

The official report of the result of recruiting in the Province of New Brunswick, for overseas service, for the week ending July 22, is as follows:

St. John—	
For No. 1 Construction Battalion	16
For Field Ambulance Train	15
For No. 9 Siege Battery	4
For 4th Pioneer Battalion	1
For 115th Battalion	2
For 140th Battalion	1
For 236th Battalion	2
For 237th Battalion	3
For 3rd Regiment, C. G. A.	3
	— 47
Albert—	
For 145th Battalion	16
	— 16
York—	
For 236th Battalion	15
	— 15
Westmorland—	
For 165th Battalion	4
For 145th Battalion	6
	— 10
Gloucester—	
For 165th Battalion	9
	— 9
Northumberland—	
For 165th Battalion	2
For 132nd Battalion	6
	— 8
Charlotte—	
For 236th Battalion	2
For 237th Battaliou	1
For 3rd Regiment, C. G. A.	1
	— 4
Kings—	
For Kings county	5
	— 5
Queens and Sunbury—	
For 236th Battalion	4
For No. 9 Siege Battery	1
	— 5
Carleton—	
For 237th Battalion	2
	— 2
Restigouche—	
For 132nd Battalion	1
For 165th Battalion	1
	— 2
Victoria	0
Madawaska	0
Kent	0
Total	— 123

Minard's Liniment Cures Colds, Etc.

News of the Sea

——London, July 19.—Lloyd's reports the Erench steamer *Ville De Rouen*, 4,721 tons, and owned at Rouen, sunk by a submarine.

——Berlin, July 22, by wireless to Sayville.—Six British trawlers were sunk by German submarines off the English East Coast on July 17, says a German Admiralty statement to-day.

——Stockholm, July 19.—It is reported here that the British steamship *Adams*, 2,223 tons gross, has been captured by a German destroyer off Ahus, Sweden, while on a voyage from Finland.

——The Hague, Netherlands, July 24—The Dutch steamer *Maas* has been sunk near the North Hinder Light, as the result of striking a mine. Ten members of the vessel's crew were drowned.

——Copenhagen, July 19.—It was announced today that two more neutral vessels had been torpedoed. The Ritzau News Agency says they were the Dutch iron ship *Denula* and the Swedish schooner *Bertha* aud that their crews were landed at Nyberg.

——Amsterdam, July 19.—The Dutch shipping council, which investigated the torpedoing of the Dutch steamer *Bijndijk* last April 7, off the Scilly Islands, finds that the steamer was struck by a torpedo constructed at Fiume, the naval base of Austria-Hungary on the Adriatic Sea.

——London, July 19.—Lloyd's announces that the British steamer *Wiltonhall*, 3387 tons, has been sunk. She was unarmed. She was last reported at Karachi, India, on May 15. She was owned by the Wiltonhall Steamship Company, Ltd., of Bristol.

——New York, July 24—The Norwegian steamer *Athos*, from Bathurst, N. B., from St. Nazaire, France, with lumber, put into Trepassy to-day with her forepeak filled with water. She struck near Cape Race yesterday, but later floated and reached port without help.

——London, July 21—Sinking of two British vessels and a fishing smack were reported by Lloyd's to-day.

The vessels which were submarined were the *Yser*, of 2,273 tons; the *Grangemore* (probably the *Grangemoor*), 1,974 tons and the smack *Lochneves*. The crews were saved.

——London, July 22—A dispatch to Lloyd's from Algiers says that the British steamer *Karma*, 2,354 tons, and the French steamer *Cettois*, 1,200 tons, have been sunk. The crews were landed at Algiers.

Lloyd's also announces the sinking of the British steamship *Wolf*, of 2,443 tons gross.

——London, July 23—According to a Lloyd's dispatch from Tynemouth, the Dainish motor ship *Sameoe* has been towed to that port in a waterlogged condition, after having been shelled by a German submarine. The crew was saved.

The Norwegian sailing vessel *Bats* and the Sweedish sailing vessels *Juno* and *Ida* are reported in Lloyd's advices to have been set on fire, and in a sinking condition.

——Chatham, Mass., July 22—The British schooner *Alberta*, abandoned yesterday by her crew of six men was found drifting of Shovelful Lightship to-day by the U. S. coastguard cutter *Acushnet*. What became of the crew was not known here, although it was believed the men took refuge aboard the Round Shoal Lightship.

The *Alberta*, bound south from Lunenburg, N. S., with lumber, was taken in tow for Vineyard Haven by the cutter.

——London, July 19.—A Lloyd's dispatch from Algiers says the Italian steamship *Angelo* has been sunk by a submarine. The crew was landed. The Greek steamer *Evangelistria* is believed to have been sunk.

The *Angelo* sailed from Wilmington, Del., June 4 for Spezia, Italy, reaching that port on June 25. She was 356 feet long, of 3,609 tons gross.

The *Evangelistria*, 2,212 tons gross and 284 feet long, was owned in Syra. She was last reported on her arrival June 6 at Savons, Italy, from Barre.

——The Norwegian barque *Inger* and Danish barque *Ragnhild*, both of which were deal laden bound to the Old Country from a Canadian port, when they ran ashore at Langalade near St. Pierre, are total wrecks, says the *St. John's Telegram.* It was found impossible for the *Portia* and other smaller steamers which went to the scene of the wrecks to give assistance to attempt to refloat the stranded ships. The *Inger* is waterlogged and has her mainmast gone, while the *Ragnhild* is high and dry on the land, is rapidly breaking up, and with the next heavy sea will be dashed to pieces. The *Inger* will no doubt meet a similar fate.

——St. John, N. B., July 25—With her forepeak and No. 1 hold full of water the Royal Mail Steam Packet liner *Tyne* was still aground on Old Proprietor ledge, twenty miles south of Grand Manan, at a late hour last night. The crew is staying by the ship, however, lightening the cargo of lumber and troing to pump the vessel out.

The *Tyne* which is in the transport service, is 2,909 tons register and had sailed from Parrsboro Roads, consigned to the British government. She struck the Old Proprietor at 8 a. m. when the fog was very thick. William Thomson & Co., St. John agents for the vessel, were notified by the boat's officers soon after the accident happened Sunday morning. Yesterday noon the tug *Helena* left to give what assistance was possible, and late last night the tug *Neptune*, with Mr. Ledingham aboard, left for the ledge with the hope that the vessel might be taken off early this morning. The second officer telephoned to the company's office here last night and gave every assurance that no effort was being spared to float the vessel. The nearest land is six miles.

——St. John, N. B., July 26.—The steamer *Tyne* was drawn off the Murr Ledges last evening, and was towed into port here by the tug *Helena.*

——London, July 26.—A Stettin dispatch to Reuter's says that the German steamer *Norderny*, 5,497 tons, bound from Sweden for Germany and laden with iron ore, has been sunk north of Arcona, Rugen Island. The captain and three of the crew were drowned.

——London, July 26.—An Algiers dispatch to Lloyd's says that the British steamer *Olive* has been sunk. Her crew was saved.

The *Olive* was a steamer of 2,396 tons. Her recent movements have not been reported.

——Constantinople, July 24.—The cruiser *Midullu* (formerly the German cruiser *Breslau*) encountered south of Sebastopol, on Satarday, strong hostile naval forces, including a new Russian man-of-war of the *Imperatritsa Maria* type (the *Imperatritsa Maria* ia a battleship of 22,500 tons) and four new destroyers which tried to cut her off. After an engagement of four hours the *Midullu* broke through their envelopment and returned undamaged.

——Seattle, Wash., July 25—The new power schooner *Great Bear*, owned by Capt. Lewis Lane, a widely known Arctic navigator, and John Borden, a wealthy Chicago sportsman, sailed to-night for the Far North in the expectation of making a junction with Vilhjalmur Stefansson, the explorer, who went into Arctic three years ago. The *Great Bear*, built especially for the trip, will go first to Anadir Bay and Indian Point, Siberia, and then along the Arctic coast of Alaska to Point Barrow, Herschel Island and Bankaland, where Captain Lane left Stefansson with the old Lane trading schooner *Polar Bear* last year.

MEREDITH-DUFF ROYAL COMMISSION REPORTS

Ottawa, July 21.—The judgement of the Meredith-Duff royal commission which investigated the allegations made by G. E. Kyte in the House of Commons, in reference to the fuse contracts let by the shell commission to the American Ammunition Company and the Internrtional Arms and Fuse Company was presented to the government this morning. It finds:

"A mistake was made in placing upon the already overburdened shoulders of Col. Carnegie (ordinance expert to the shell committee) the work of conducting the business or commercial part of the transactions, for which work he possessed no special qualifications." No doubt is suggested or implied on the integrity of Col. Carnegie. The judgement further announces the opinion of the commissioners that Col. Allison:

"While professing to be acting as the friend of General Hughes and to be doing what he did in regard to the fuse contracts solely out of friendship for him and without any expectation or intention of receiving any remuneration for his services, was instrumental in bringing about a contract in which he was pecuniarily interested. If we accept Allison's statement we would have been bound to say that his conduct in the agreement as to the commission without informing General Hughes and the committee could not either be justified or excused."

Dealing with General Hughes the judgement states that:

"He had nothing to do with the making of the Edwards cartridge case contract and as far as evidence appears, knew nothing about the transaction being entered into."

The judgement is a lengthy document The first portion is a summary of the evidence taken by the commissioners. The report of the commission at the outset states:

"We see nothing in the letter of Gen. Hughes asking the shell commission for a shell contract for his home town of Lindsay to suggest the exercise of influence or pressure in the awarding of contracts. It was a most natural and in no way improper thing for the minister to call the attention of the commission to the claims of manufacturers of the constituency which he represents to consideration."

Dealing with the alleged discrimination against Canadian manufacturers, the report says:

"Colonel Carnegie was undoubtedly anxious that all munitions of war that the shell committee desired to obtain which could be produced in Canada should be made in Canada, and he made considerable efforts to bring about the manufacturing of time fuses in Canada, and it was owing to his pursuasion that the war office was induced to consent to the shell committee placing the experimental order for the manufactnre in Canada of 20,000 time fuses. He ultimately came to the conclusion that it would be impossible to insure the production by Canadian manufacturers of such fuses, at all events with the dispatch that was necessary. Such knowledge as he had of the conditions of manufacturing industries in Canada and the facilities which Canadian manufacturers then possessed for entering upon the work of manufacturing time fuses, convinced him that they had not then and could not obtain the machinery, tools and trained experts that in his judgementwere essential to enable them to produce the loaded fuses with the dispatch that he considered necessary."

The report goes on to state that the shell committee evidently intended to have the fuses manufactured in Canada as soon as the necessary facilities were available, and adds:

"It is gratifying to know that the efforts that have been made by the Imperial Munitions Board have demonstrated the possibility of successfully producing time fuses in Canada by Canadian manufacturers, and producing them with a rapidity at least equal to that of any production elsewhere. The success that has attended the efforts of the board is, no doubt, largely due to its having established an assembling and loading plant of its own under the superintendence of Mr. Hathaway, of the Northern Electric Company, which has patriotically placed part of its staff at the disposal of the Imperial Munitions Board.

"What we have said as to the time fuses does not apply to the graze fuses. It is undoubted that that type of fuse could have been produced in Canada within the time required by Canadian manufacturers, as has been demonstrated by what they, and especially the Russell Motor Car Company, have since done."

News in Brief

—— London, July 24. — Sir William Ramsay, K. C. B., LL. D., D. Sc., M. D., Ph. D., F. R. S., F. R. C., eminent as a chemist, died on Sunday at Beechcroft, Hazlemere, Bucks.

Sir William was born in Glasgow in 1852, and has been professor of chemistry at the universities of Glasgsw, Bristol and London. He has written many important books, and was one of the greatest scientific men of his age.

——England's oldest rector, the Rev. William Towler Kingsley, for 57 years rector of South Kilvington, near Thirsk, Yorkshire, died last week. He was born at Berwick-on-Tweed 101 years ago, and among his friends was John Ruskin, who often visited the rectory. Mr. Kingsley was a man of many parts, being novelist, scientist, mathematician, botanist and astronomer. He and Tom Taylor, at one time editor of *Punch*, married sisters. Mrs. Kingsley survives her husband.

——London, July 24.—Premier Asquith made it clear, in the house of commons, that the appointment of a committee to consider commercial problems after the war, which recently was announced, would not interfere with the holding of a larger conference in which the dominions would participate. Replying to a number of questions, he said:

"The government desire, as soon as possible, to convene a conference of the representatives of the United Kingdom and the dominion sand India to consider the commercial policy to be adopted after the war."

——Buenos Ayres, July 26.—According to a message received here to-day Lieutenant Sir Ernest Shackleton, the British Antarctic explorer, has reached the ice field in his effort to rescue the twenty-two men left on Elephant Island last April, when his expedition returned from the south polar zone. The relief party left Punta Arenas on board the schooner *Amma*, which was to be towed as far south as possible by a Chilean government steamer, after which it was the intention of the explorer to continue his search for his marooned companions.

——Londou, July 22.—British women gave an impressive demonstration today of their work in the war. Thousands of them took part in a parade through the central districts of London. The parade was divided into numerous sections with tableaux on lorries representing women in working costumes, showing how they have replaced men in various activities.

There were women in overalls from munition factories, nurses, chauffeurs, street car conductors, railroad workers and agricultural laborers. In the processions also were floats in the form of emblematic memorials to Earl Kitchener and the soldiers and sailors who have been killed in the war. Other women impersonated detachments of troops from the British dominions and from all the allied armies. At the conclusion of the pageant wreaths were deposited on the monuments of Wellington and Nelson.

CANADIAN NEWS

——Charlottetown, P. E. I., July 22.—H. J. Cundall, who died here recently, left an estate of $150, 000. He left the bulk of it to found a Home for Young Women.

——Ottawa, July 21.—W. J. Black has been appointed Commissioner of Agriculture succeeding the late C. C. James. For ten years before coming to Ottawa he was president of the Manitoba Agricultural College.

——Charlottetown, P. E. I., July 25—The schooner *Ulva*, from Miramichi to New York, with a cargo of laths, which was driven ashore at Cape Tormentine reef, in a heavy gale, will be a total loss. Ste is owned by M. Bradshaw, of Summerside, and valued at $4,000.

——St. John's, Nfld., July 25—The British steamer *Malatua*, which went ashore near Cape Race on Saturday, has become a total wreck, it was learned to-day. There is a chance that her cargo of lumber may be saved, but at present the weather is too stormy for salvage work.

——St. John, N. B., July 25—Schooner *Harold B. Cousins*, with deals shipped by George McKean, Ltd., is ashore at Seal Island, off Yarmouth, N. S. Capt. Peter McIntyre left for there this morning to look after her. She was bound to the United Kingdom.

The *Harold B. Cousins* sailed from St. John July 14. She is 360 tons register.

——Montreal, July 21.—The British Admiralty has released three of the White Star Dominion Line steamers which were formerly in the Canadian trade, the *Northland, Southland,* and *Canada*, and which have been engaged in the government service between Great Britain and the Mediterranean. News of the release of the three ships was received here today.

——Ottawa, July 26.—It is officially announced through the Chief Press Censors' office that the following troops have arrived safely in England: The 11th Canadian Mounted Rifles, British Columbia; 98th battalion, Ontario; 93rd battalion, Ontario; 105th battalion, P. E. Island; 106th battalion, Nova Scotia; cavalry, artillery and infantry drafts and details.

——Winnipeg, Man., July 26—The trial of Sir R. Roblin, C. R. Coldwell and Hon. James H. Howden, must proceed at once. Mr. Justice Prendergast this morning refused to allow the crown's request for a severence, permitting the trial of Coldwell and Howden to precede that of the ex-premier. R. A. Bonnar, for the crown, moved yesterday for a severance, the defence vigorously opposed it and the judge considered the case over night.

——Ottawa, July 26—Five hundred Canadian watermen are wanted for the inland waterways service of Britain. Lieut. W. H. Owens of the Royal Engineers, is now here making arrangements for the enlistment of men for the service. Rivermen, towboatmen, bargemen aud all others who know small craft will be taken. They are asked to enlist in the Royal Engineers for the period of the war and go into the British service. This makes three separate opportunities for the man with a preference for water service to enlist. Captain Guiness is accepting men for the royal navy and is particularly after naval recruits. Commander Armstong is taking men for the British Auxiliary Patrol Service and now comes Lt. Owens seeking men for the Inland Waterways Service. The opportunity for a variety of adventure in sll the depths is thus available to the Canadian waterman.

——Halifax, July 25.—The steamer *Aspin* went ashore yesterday at St. Mary's Bay, Newfoundland. She was badly damaged and headed for Tresspey.

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Barrel Heads	Finishing Pine	Queen Ann Sash
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Bevelled Siding	Gum Wood	Scantling
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Blinds	Hardwood Lumber	Shingles
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Brackets	Japanese Glass	Spruce Frame Stock
Bread Boards	Keel Stock	Spruce Clapboards
Butternut Lumber	Kindling Wood	Spruce Dimension
Cabinet Work to order	Laths	Spruce Flooring
Canada Fibre Board	Leaded Glass	Spruce Sheathing
Carvings	Lumber of all kinds	Stair Material
Cathedral Glass	Mahogany Lumber	Store Fronts
Cedar Chests	Mantels	Storm Doors
Cedar Clapboards	Medicine Cabinets	Storm Windows
Cedar Posts	Maple Flooring	Tables
Cedar Shingles	Mouldings of all kinds	Thresholds
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Cellar Window Frames	Neponsit Wall Board	Wall Boards (4 kinds)
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Colonnades	Oak Flooring	Walnut Lumber
Columns	Oak Lumber	Ward-robes
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