

ADIAN
PACIFIC
RONTO
XHIBITION

from St. Andrews

Going August 25 to Sept. 4
Limit September 4 to 30
Going August 28 and 30
and September 5
Limit Sept. 5, 7, 13
Going Aug. 31 and Sept. 4
Limit Sept. 8 and 13

ABORERS EXCURSION
August 26

ations in New Brunswick

innipeg \$12.00

COLUMBIA, C.P. & N.E.

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-THE WAY-BY-WATER-

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at 2 p. m., Tuesdays, Thursdays

at 7 a. m., Fridays at 2:30 p. m.,

Robinson, Red Beach and

return, leave Calais Mondays,

and Fridays at 8 a. m., and

(weather and tide permitting)

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COLUMBUS

BEHIND him lay the gray Azores,
Behind the Gates of Hercules,
Before him not the ghost of shores,
Before him only shoreless seas.
The good mate said: "Now must we pray,
For lo! the very stars are gone.
Brave Admiral speak—what shall I say?"
"Why, say, 'Sail on! Sail on! and on!'"

"My men grow mutinous day by day;
My men grow greedy, wan and weak.
The stout mate thought of home; a spray
Of salt waves washed his swarthy cheek.
"What shall I say, brave Admiral, say,
If we sight naught but seas at dawn?"
"Why, you shall say, at break of day,
'Sail on! Sail on! Sail on! and on!'"

They sailed, and sailed, as winds might blow,
Until at last the blanched mate said:
"Why, now not even God would know
Should I and all my men sail dead.
These very winds forget their way;
For God from these dread seas is gone.
Now speak, brave Admiral; speak, and say—"
He said: "Sail on! Sail on! and on!"

They sailed! They sailed! Then spoke the mate:
"This mad sea shows its teeth to-night;
He curls his lip, he lies in wait
With lifted teeth, as if to bite!
Brave Admiral, say but one good word—
"What shall we do when hope is gone?"
The words leaped as a leaping wave;
"Sail on! Sail on! Sail on! and on!"

C. H. (JOAQUIN) MILLER.

Columbus sailed on September 6, 1492, from Canary Islands, after refitting his vessels. The above poem by Joaquin Miller is said by some to be the best ever written by any American poet.—Ed.

CROSSING THE ATLANTIC

Daring Small Boat Voyages

WHEN it became known that the German submarine *Deutschland* had crossed the Atlantic and arrived in America in safety, admiration was expressed on all sides at the daring of the crew. We in Britain were sorry the submarine had escaped our fleet, but we were sportsmen enough to praise the deed of the *Deutschland*, and to hope that on the return voyage, if it ever takes place, our Navy will be lucky enough to catch the submarine.

But, daring though this undertaking certainly was, there have been other trips across the Atlantic of a much more risky nature, requiring greater nerve and skill. These were the voyages taken by the daring, if foolhardy, "loners," as they were called—men who crossed the Atlantic in open cockle-shell boats.

One of these was Alfred Johnston, a fisherman, who crossed the Atlantic in a 17-foot boat. It took him sixty-five days to the west, and forty of these days were burned into his very soul. When he reached port at sea he encountered a terrific gale, which capsized his boat. He managed to keep himself afloat with a life-preserver of his own invention, and then attempted the herculean task of righting his boat.

For hours he struggled in the cold sea, buffeted higher and thicker by the green waves. Now he was washed towards his up-turned skiff, now he was torn away from it. At last he was able to cling to it. Then, fighting desperately for life, he seemed to become possessed of a giant's strength. He accomplished the seemingly impossible. In some way or other Johnston righted the boat and crawled into her.

On the same voyage he was knocked overboard by the sudden swing of the boom into waters filled with sharks. Armed only with a clasp knife he waded off two of these sea-leopards, while he again clambered over the side of this excursion. He and his bride were warned that this time he was going too far, that even with the best of luck such a voyage was an impossibility.

But the two were full of confidence. "I've done it once," declared Andrew. "I can do it again." The sail on! sailed in October. Crowds remained on the harbor straining their eyes to catch a glimpse of the newly-married couple off on their remarkable honeymoon. At last the little boat was lost from sight. It was never again seen, and a year later Captain Andrews and his wife were declared legally dead. How the end came nobody ever knew.

Captain Andrews has left behind him records of his early voyages, and some idea of what these lonely journeys must have been obtained from the following extracts:

"The Dark Skirt"—that was the name of his boat. "I was tugging away at her hawser as restless as a young mustang at his tether. It is stormy. My cabin is dark, the only light coming from the bin-lane. There is no sail in sight. The waves are in high carnival as they toss about and dash the spray over the boat when she, like a porpoise, plunges through them. For the last two months this cockle-shell has been my home and stronghold among sharks, swordfish, whales—in fact, all the perils of the deep."

During that time my feet have not left my bunk, neither have I tasted a morsel of meat. My outfit is worn and nearly useless. My water gave out long ago.

SIMPLE PLEASURES

IT is true that the visitor to London, looking at the mere surface of things, will think that there is little outward evidence that half the world is at war, although the true Londoner, who reads his environment as a lover reads the face of his mistress, is aware of many and profound changes. But London, being the headquarters of organized pleasure, is necessarily also the centre of that feverish unrest that is the inevitable accompaniment of a state of war; and being the centre also to which the millions who are on service of various kinds return for their brief match of concentrated holiday, it is not surprising that the changes, although many, are not obvious; here and there a munitions factory trembles and roars day and night; in what was a year ago some green and peaceful solitude; here and there you notice the unfamiliar figures of women at a task that has been exclusively associated with the work of men. But it is not in their working hours so much as in their spare hours that people feel and see the change; and most of all it is visible in the character of their pleasures and recreations.

Like so many other things, since the dawn of machinery a century ago, pleasure has been becoming more and more complicated. The people to whom motor-cars were toys of 10 or 15 years ago are now long ceased to regard them as anything but part of the machinery of their lives; but within the last five years, with the advent of the cheap and efficient car, there has been created an enormous middle-class population to whom the possession of a car has been a kind of definite and final goal which they have set themselves to attain; and, having attained it, they have surrendered themselves to it almost to the exclusion of all other kinds of amusement.

Now the motor-car has other kinds, or is going, out of thousands of lives which it for a period irradiated with its somewhat baleful joys. Its surrender has been innumerable cases an escape from real self-denial and patriotism; but it has left the bereaved ones to face with the problem how they are now to amuse themselves—pleasure and amusement of some kind being as essential to man as his daily bread. People are being forced now by note back through the scale of pleasure which they ascended with chromatic rapidity; and many of them are not a little surprised to find in the lower tones, now that they come to dwell upon them, a pleasure which they did not realize in the hasty flourish upwards to the high note of the motor-car. Here the motor bicycle has been substituted for the motor-car; there the bicycle has been taken out of its shed and rubbed up and oiled; everywhere the pony trap is being raised from its low estate as a parcel carrier to be a serious vehicle of pleasure. Here and there people have even discovered that they have legs, and can walk; and that primitive and clumsy as the form of locomotion seems, there are satisfactions associated with it which perhaps they had done less justice to.

The whole process of outdoor pleasure, which had been so greatly accelerated in being slowed down. Of course it is strange at first and not entirely agreeable. We have been drowned in a kind of vortex of movement; many senses and habits have become numb through disuse; and their recovery, like the return of blood through the veins or of breath to the lungs, is apt to be painful. The motorist sees hills and valleys, roads and rivers, crowds, herds of cattle, villages, and houses; he sees only one valley or road, one house or village in the course of his short walk; if he uses his eyes, he can see far more than the motorist. He can see men and women and read their faces; he can see birds and beasts of the field in some other attitude than that of disturbance at his passage; he can see trees and flowers in their lovely individuality; he can see insects engaged upon their life's task on a square yard of ground. Of course it does not matter what one sees, but how one sees it; any one of these things is as entertaining as the whole mass of them; more so, because there is more chance of really seeing and knowing it.

One would like to know if this check and retardation of pace in amusement will really convince people of the true joy and value to be found in simple things. One is almost tempted to think that it will, for a time at any rate; since there are already thousands of people in England and walking or jogging along the June hedgerows of this garden country who had forgotten that there was pleasure to be found in such a thing, and who are rediscovering it in many true joys and delights which they had deemed to be as irrecoverable as their own vanished childhood.—The Times, London.

WANT EXPORTATION OF PULP-WOOD PROHIBITED

Calgary, Aug. 25.—At this morning's session of the Alberta and Eastern British Columbia Press Association, the following resolution was passed with regard to restriction of the exportation of pulpwood:

"That, in the opinion of this convention of the newspaper publishers of Alberta and Eastern British Columbia, the exportation of pulpwood from Canada, and to thus give such encouragement to the exportation of pulpwood from Canada as will result in the benefit and advantage to the Dominion, and in the interest of the printing and publishing industries of Canada, and that copies of this resolution be forwarded to the Prime Minister of Canada and also to the secretary of the Canadian Press Association with the request that that organization be asked for its support."

GERMANS LOSING EAST AFRICA

"During the last month the battle front in German East Africa changed more radically than in any other theatre of the world war. The British troops have been pushing the German colonial and native troops southward over an extent of territory which if carried forward in the same degree eastward from 'Verdun' would bring the Allies to within 100 miles of the gates of Berlin. If the Italians were to advance as far north from the Isonza front as British troops have advanced southward from the mountains on Lake Victoria Nyanza, Vienna would be in the hands of Gen. Cadorna. If the Russians could have effected such a westward drive during the same period, they would have been in possession of Warsaw, Cracow, Danzig, and Königsberg to-day. By such comparisons only can the reader of daily war dispatches realize the extent of the territory over which the European forces in East Africa are fighting," according to the geography bulletin issued by the National Geographic Society in Washington.

In the latter part of July, George Smuts, commanding the British troops, was reported to be attacking the German fronts along a line extending from the port of Tanga, opposite the island of Pemba, to Kogorwe, some fifty miles inland on the railroad line extending into the Usambara province. Another British force was operating around Mwanza. By the middle of August the British forces had reached Kilimanjaro, an important town on the German East Africa railway, running from the seaport Dar-es-Salaam, capital of German East Africa, to Ujiji, on the east shore of Lake Tanganyika, 700 miles distant. It is nearly 30 miles in an air-line from the coast to Tanga and a distance of eighty miles, from Tanga to Mwanza, to Kogorwe, some fifty miles inland on the railroad line extending into the Usambara province. Another British force was operating around Mwanza. By the middle of August the British forces had reached Kilimanjaro, an important town on the German East Africa railway, running from the seaport Dar-es-Salaam, capital of German East Africa, to Ujiji, on the east shore of Lake Tanganyika, 700 miles distant. It is nearly 30 miles in an air-line from the coast to Tanga and a distance of eighty miles, from Tanga to Mwanza, to Kogorwe, some fifty miles inland on the railroad line extending into the Usambara province.

The vote was taken in committee by the Landsting, the Upper House of the Danish Parliament. The treaty was rejected by 99 votes.

—London, Aug. 25.—The premier of Great Britain and France, the finance ministers of the two nations and representatives of their financial and kindred interests met at Calais yesterday and reached an agreement on important financial matters, including payments abroad and the maintenance of exchange between the two countries.

—London, Aug. 24.—The Danish Landsting has rejected the proposal to sell the Danish West Indies to the United States, a Reuters dispatch from Copenhagen says.

—Ottawa, Aug. 27.—It was officially announced by the chief censor, that the following troops have arrived safely in England:

The 117th Battalion, Valcartier Camp; the 120th Battalion, Windsor, N.S.; the 121st Battalion, Vernon, B.C.; the 126th Battalion, Camp Borden; the 128th Battalion, Winnipeg.

—Copenhagen, Aug. 30.—The Ritz News Agency publishes a dispatch from Berlin giving the official announcement of General Von Falkenberg's dismissal by the emperor as chief of the general staff, and the appointment of Field Marshal von Hindenburg to that position. General Von Ludendorff, von Hindenburg's chief of staff, the dispatch adds, has been appointed first quartermaster-general.

—London, Aug. 29.—A dispatch to Reuters from the Hague says there have been reports that the Dutch king, King Willem III, has been ordered to leave the Netherlands by the German government. The king is reported to be in the hands of the German government, and the king is reported to be in the hands of the German government.

—London, Aug. 24.—The east coast of England was visited again last night by a hostile airship which dropped bombs in fields but did no damage. The British official statement says:

"A hostile airship crossed the east coast a little before midnight last night. Incendiary and explosive bombs were dropped over open fields. No damage or casualties are reported. The airship went down again before one o'clock this morning."

—London, Aug. 25.—German airships have again carried out a raid on the east and southeast coasts of England, dropping bombs, according to an official communication issued early this morning. The dispatch adds that the airship was seen to drop bombs on the east coast of England and on the southeast coast of England.

—New York, Aug. 25.—A news agency dispatch from Punta Arenas, Chile, to-day says:

"The Chilean government to-day announced that it has placed the ship *Yelcho* at the disposal of Sir Ernest Shackleton for another attempt to rescue the members of his south polar expedition marooned on Elephant Island."

"It is feared here the men may have already died of starvation."

"In making the announcement the government used the significant phrase: 'To rescue the men or scientific material if the party has succumbed.'"

"The *Yelcho* is being stocked with provisions. Shackleton plans to sail within a few days."

—London, Aug. 25.—Eight persons were killed and 36 injured in the Zepplin raid last night; it was announced officially to-day. One hundred bombs were dropped. One Zepplin reached the outskirts of London. The statement follows:

"As far as has been ascertained, up to the present, some 40 bombs were dropped. Most of these fell either on small property or in the open, but an electric power station was slightly damaged, and engineering works were somewhat damaged by fire. Several small fires occurred, all of which were promptly extinguished by a London fire brigade, several persons being rescued from positions of danger by firemen."

"Fire was opened on this airship, which immediately altered its course. It is possible that the first airship was followed by a second raider, but this cannot, for the present, be verified."

"Some of our airmen went up in pursuit, but one airman succeeded in firing at the raider at close range."

"A man should never talk about what he does not understand." "Well," replied Senator Sorghum, "sometimes he can get away with it, if he is sure his audience doesn't understand it either."—Washington Star.

News in Brief

—Paris, Aug. 28.—One thousand Chinese laborers arrived at Lyons to-day. They constitute the first contingent of Chinese who are to be brought to France for work in munitions factories.

—Buenos Ayres, Aug. 27.—Lieut. Sir E. H. Shackleton, the Antarctic explorer, left Punta Arenas, Chile, on Saturday and boarded the ship *Yelcho* to make a third attempt to rescue his expedition, marooned on Elephant Island.

—San Francisco, Aug. 26.—State mining bureau reports state that 463 new oil wells have been started in California since the first of the year, indicating more activity in oil development work than any time during the past three or four years.

—Ottawa, Aug. 27.—The Governor in Council has commuted the death sentence in the case of Malcolm MacPherson, an aged Prince Edward Islander, convicted of the murder of his wife. The man is 65 years of age, and this is understood to have been the chief reason for executive clemency.

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News of the Sea

—London, August 30.—The Swedish steamer *Roslagan*, 1,394 tons, of Stockholm, and the *Tor*, have been seized by German torpedo-boat destroyers and taken southward, says a Lloyd's dispatch from Copenhagen.

—London, Aug. 28.—The steamer *Leandro* has been sunk, according to a dispatch from Valencia, Spain, to Lloyd's shipping agency. The crew was saved. The *Leandro* was a Greek vessel of 1,569 tons gross. She was 250 feet long and was built at South Shields in 1898.

—Quebec, Aug. 24.—The Belgian steamship *Indomitable*, which grounded on a reef off Magdalen Island in the Gulf of St. Lawrence early this week, lay total loss. She broke in two during the night. The *Indomitable* was a 1,350-ton vessel, built in 1910. She was used as a transport ship, and her recent movements are not listed in maritime records.

—London, August 30.—A dispatch to the *London Daily Mail* from Copenhagen says a British steamer *Manchuria* blew up and sank in Yagile Harbor, in the Gulf of Bothnia, as she was preparing to depart. The correspondent adds that it is believed that an internal machine placed aboard the steamer was the cause of the disaster.

—On Board U. S. Coast Guard Cutter *McClure*, Behring Sea, Aug. 26.—The power schooner *Great Bear*, carrying the Arctic expedition, headed by John Borden of Chicago, and Capt. Louis Lane, of Seattle, was wrecked on a pinnacle rock in Behring Sea August 10. The vessel was a total loss, but the entire party landed safely on St. Matthew's Island, where they were found yesterday by the *McClure*.

—Washington, Aug. 30.—One enlisted man was killed, two officers and five men seriously injured, and sixty-seven other men slightly hurt aboard the armored cruiser *Memphis*, in addition to the twenty lost by drowning, when the ship was wrecked in a storm yesterday at San Domingo City. Rear-Admiral Pond's dispatch to-day said a steam main burst, causing the additional casualties.

—Berlin, Aug. 25.—The German submarine merchantman *Deutschland* arrived at Bremen, her home port, at noon to-day. A wild demonstration by the residents greeted the vessel and her crew.

Bremen, Aug. 25.—Nearly 100,000 marks have been contributed by a number of wealthy men of this city for presentation to Captain Koenig of the commercial submarine *Deutschland*, and his crew.

—London, Aug. 25.—The Admiralty announces that the German claim of having sunk a patrol boat in the neighborhood of the Gulf of Alexandretta doubtless refers to the British naval vessel *Zaida*, which was engaged in destroying petrol stores in the Gulf. According to a Turkish report four officers and 13 men of the crew of the *Zaida* were taken prisoner. The fate of the remaining two officers and eight men is unknown, and it is assumed that they are lost.

The German claim referred to by the British Admiralty has not been published previously. The *Zaida* was a yacht of 108 tons, and prior to the war was owned by the Earl of Rosebery, former British Premier.

—London, Aug. 27.—The torpedoing in the North Sea of a British naval auxiliary, with the loss of 23 men, was announced officially to-day. Eighty-seven men were saved. The torpedoed vessel was the armed boarding steamer *Duke of Albany*. The announcement follows:

"The British armed boarding steamer *Duke of Albany* was torpedoed and sunk in the North Sea on Thursday by an enemy submarine."

The commander and twenty-two men were lost. Eleven officers and seventy-three ratings were saved.

The *Duke of Albany* was a vessel of 1,997 tons gross, built in 1907 and owned in Glasgow."

—The tern schooner *Minola*, valued at \$12,000 before the war, and which to-day would command twice that amount if still in commission, is a total loss at Alligator Pond Bay, Jamaica, according to details of the disaster to the craft forwarded to the owner, Mr. J. Willard Smith, by Captain Forsythe, master of the ill-fated freighter. Advice from the master is to the effect that the *Minola*, with the British bark *Maiden Constant* and a coasting vessel, were at anchor off in Alligator Bay on the night of July 15, when a hurricane developed. The vessels were swept up on the beach before the fury of the storm and all will probably be total wrecks. The *St. John* craft, being light was pitched above high water mark and totally damaged. The British bark was partly loaded and there is a possibility that she may be floated.—*St. John Globe*, Aug. 28.

COMPLETION OF QUEBEC BRIDGE

Ottawa, Aug. 25.—The final span of the Quebec bridge will be placed in position on September 11th. Hon. J. D. Reid, acting Minister of Railways, had an interview with Mr. Monnar, the engineer in charge of the construction of the bridge, and it was decided that the span should be placed in position on Monday morning, September 11. At 6 o'clock in the morning the span will be floated from its present place on the bank of the river to the centre of the stream, where it will be floated to the bridge and there raised and placed in position.

The span weighs about four thousand tons and will be raised about 150 feet in order to do this four 1,000-ton jacks will be placed on the ends of that portion of the bridge now in position, and when the span is immediately thereunder, it will be elevated by the jacks to its proper place. In case there is a wind or storm which would prevent work on that day, the placing of the span will be postponed until suitable weather. While the work is going on no vessels will be allowed to pass up or down the river. Marine interests have been asked to make note of this and act accordingly.

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