

MIRACLES

Today I saw the sky was blue,
For you have whispered, "I love you"

I saw where wind with unseen hand,
Chased rippling waves across the sand.

I saw a firm green bud be torn
That one frail blossom might be born.

I let a rosebud's soft lips press
My cheek, and thrilled to its caress.

Tonight I saw when gazing afar
Slim rays of light that trimmed a star.

Midnight's rare charm I felt it too,
For you have whispered "I love you."

—PEARL RAWLING in Detroit News.

4 PRISONERS GET JAIL OR PEN TERMS

Four prisoners were sentenced to jail penitentiary terms by Mr. Justice R. H. Graham at the close of the Supreme Court here Wednesday morning.

Charles Parkinson, North Sydney, indecent assault, five months county jail.

Ezra Bailey, having liquor in violation of the Exise Act, one month in jail at hard labor and a fine of \$200, or in default six months additional jail.

William Simmons, Glace Bay, indecent assault on girl, two years Dorchester penitentiary.

John R. MacDonald, Dominion No. 11, assault on girl, two years, Dorchester penitentiary.

Charles Parkinson, accused of assaulting a young domestic in his employ while driving her in his car from North Sydney to Sydney, was first up for sentence.

D. A. Camerson, K. C., made an appeal for clemency for the prisoner on ground that he has a wife and several children, and operates a garage at North Sydney, which employs two men. He therefore asked for a jail sentence so that the prisoner would be close enough to consult with his lawyer in operating the business, otherwise all these people would directly suffer.

Orders Whipping Post

Judge Graham said: "My original intention was to have directed you to be whipped, but in the county of County of Cape Breton there is at present no apparatus for doing it. I have directed the sheriff to get it."

Parkinson got five months. William Simmons was told that the court had taken into favorable consideration the jury's recommendation for mercy.

D. A. Cameron also made an appeal for mercy for John R. (Blue) MacDonald, making certain claims as to the evidence on which he was convicted.

His Lordship said: "If it were not for the jury's recommendation of mercy I would have felt it my duty to have you whipped, but in view of their recommendation I feel it my duty so far as I conscientiously can to give effect to their wishes."

Ezra Bailey was the last man up, and for him M. A. Patterson made an energetic presentation, asking for a light penalty. He said in part:

"There were two other similar cases but they escaped conviction largely, I believe through the stupidity of members of the Customs department and the manner in which they sent bottles and certificates from one place to another."

Mr. Patterson asked that His Lordship, if imposing a fine, suspend the jail part of the sentence, but Mr. Justice Graham replied that he could not do that, as he held there were no mitigating circumstances.

HOW THE BRITISH CRUISER DAUNTLESS WAS SALVAGED AND TOWED UP HALIFAX HARBOR

(Halifax Chronicle)

The biggest salvage job ever performed out of the Port of Halifax was successfully terminated yesterday afternoon when the H. M. S. Dauntless held prisoner since July 2nd., on Thrum Cap Shoal, was refloated, towed successfully up the Harbor, and beached at Mill Cove, on the Dartmouth shore, to await entry to the dry dock of the Halifax Shipyards, where she will be repaired.

Like a hero returned from the wars, the reef scarred cruiser was escorted up the harbor by a flotilla of tugs and was accorded a reception which was at one and the same time a mighty tribute to the successful salvage efforts of the Halifax Shipyards, and a general voicing of public relief that the warship had at last been freed from her rocky prison.

Whistles blew and sirens screeched as this strange Armada hove into sight. Thousands lined the points of vantage along the waterfront; hundreds of people congregated on Citadel Hill; roofs of buildings were crowded to capacity and traffic was temporarily held up as the strange procession of craft neared the city. As the stricken cruiser, with a decided list to starboard and its sides badly scrapper, showing plainly the ravages of Thrum Cap, hove into view, the air was rent with thousands of cheers. Halifax had not witnessed such excitement in many a long day.

On Monday the Chronicle conveyed to the public the first official assurance that the Dauntless would be refloated. This statement was made on authority of R. J. R. Nelson, manager of the Halifax Shipyards, who, on Sunday night, told the Chronicle, "We are going to get her off." Yesterday Mr. Nelson's prophecy was fulfilled. Thanks to the engineering ingenuity and ability of Mr. Nelson and his colleagues two things have been accomplished for this old seaport. An unfair prejudice which might have gone down through the years has been removed and the Halifax Shipyards has won for itself a reputation which will not easily be dimmed.

At seven o'clock yesterday morning in accordance with their announcement of the night before, salvage officials commenced to force compressed air into the compartments forward of the Dauntless' boiler room. All during the forenoon this operation was maintained. Shortly after two o'clock it was generally agreed that enough air had been pumped into the compartments to permit of a "haul" and at 2:26 o'clock, on the dot, as flood tide neared, the first attempt to pull the Dauntless off the shoal was made.

Big Cruiser Moved

The shipyard's steamer Reindeer, which had a line to the cruiser's stern, was steaming full speed ahead; so was H. M. S. Heliotrope, also with a line to the stern. "Twas a long pull and a strong pull," and a pull that met with such evident results as to occasion a hearty cheer from workers and spectators alike. Pressure was maintained steadily and at 3 o'clock the giant cruiser shivered and moved. At 3:03 she slid gently off the shoal into deep water.

An hour and a half later, after as strange a marine procession as this city has ever witnessed, the Dauntless was beached at Mill Cove. There she reposes, softly berthed, her nose in the sand. The dry dock will not be available until Monday. While the Dauntless remains at her present berth a further examination will be made. Before she is placed in drydock she will have to be placed on an even keel, and this operation, it is anticipated, will take several days to accomplish. At the present time she has a decided list to starboard.

Worth Four Millions

Immediately the cruiser, which is valued at \$4,000,000, was pulled off the reef, Vice-Admiral Cowan sent for R. J. R. Nelson. In response to his request, Mr. Nelson boarded the flagship H. M. S. Despatch, and there received the personal thanks of Vice-Admiral Cowan, who declared "he was more than pleased at the manner in which the salvage operations was handled, and who termed the job done by the shipyards "an excellent one." Shortly after H. M. S. Despatch, with Vice-Admiral Cowan aboard, sailed for Bermuda.

Everything in connection with yesterday's accomplishment was prearranged. A plan of campaign was prepared at a conference held on board the Dauntless on Tuesday, which was attended by Captain Cunningham, of the Despatch and his officers, Captain MacPherson, of the Dauntless, and Engineer Warwick, of the Dauntless, and R. J. R. Nelson. The plans, as outlined at the conference, were carried through without a hitch.

The entire operation was directed by Captain Taylor, Shipyards Salvage Officer. Every order was given by him. Signals were transmitted by navy signalmen from the Dauntless to other signalmen on the Reindeer and the four tugs, Togo, Sampson, G. S. Mayes and Grib. The fact that the whole programme went through without a hitch, speaks volumes for the outstanding efficiency and ability of Captain Taylor and his salvage crew.

Praise for Capt. Taylor

Asked last night for a statement, Mr. Nelson said: "We've done the trick. At the risk of being considered boastful may I draw your attention to the prediction we made early in the week to the effect that we would refloat her. If there is anything for me to say I would like to say it in praise of Captain A. E. Taylor, Salvage Officer and his personnel. Too much credit cannot be given to them. Theirs was a master accomplishment. Captain Taylor was on the job every hour from the time the Dauntless grounded on July 2nd., until we beached her at Mill Cove yesterday afternoon. He is richly entitled to all the good things that can be said about him."

Questioned about the pontoons sent here from the Boston Navy Yard, Mr. Nelson said. "We appreciate very much the service our American friends offered us. Some of the equipment is already here; some of it on the high seas. As a result of our success today we will not require to use any part of it but we are deeply grateful just the same. Mr. Nelson added that such pontoon equipment is expensive to manufacture and maintain and that salvage operations out of Halifax and along the Nova Scotia seaboard would not justify any company carrying it. He pointed out that salvage companies operating in Quebec and Vancouver are subsidized by the Federal Government but that the Halifax Shipyards receives no subsidies and is obliged to work entirely on its own.

SKIRTS THIS FALL AGAIN TO BE ABOUT AT KNEE

New York, July 13—Women's skirts this fall will continue just to cover the knees, if the style dictum of the Garment Retailers of America is followed.

The semi-annual fashion promenade of the association at the Hotel Astor revealed that the spirit of femininity would continue to dominate the fall styles.

Exaggerated dips and drooping ends of draperies were featured in evening gowns, with the princess outline appearing largely in favor. Many were embellished with flowers.

In the dress silhouette, a somewhat close fitting bodice prevailed, but the skirt was invariably flared. Ensemble costumes were much in evidence. Velvet appeared the favorite among fabric mediums, satin charmeuse for dresses and moire for evening wear.

Fur trimmings were prominent on sport and dressy coats and were even displayed on some evening models. Fur wraps concentrated on ermine, broadtail, seal, caracul and leopard. One furrier advocated the return of the muff and displayed a sport coat of battleship gray with an accompanying muff.

Three color families and one individual shade were sponsored, including modern blues, a range of dark tones, Normandy greens, a group of deep green tones and harvest browns, typical of the autumn season. The individual color espoused was guava red, a dark, wine-like shade.



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Forceful Freddie—I mean to marry your daughter sir, and what's more, I'm going to do it. Do you follow me?
Proud Parent—Yes as far as the door.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.
- 113 Northumberland and Argyle Sts.



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