Copper was gladdened this morning by the birth of a son. This is the seventh son born to this worthy couple. They

Hopewell Hill, May 8-McClel on Saturday. The lumber is being had to the public wharf at the Hill

shipment.
Mrs. Hamilton, widow of Captain
C. Hamilton, who has been in New Yord
for several weeks, has returned to he
home at Hopewell Cape.

friday evening.

The body of Mrs. Elizabeth Daley, who died at the home of her daughter, at Hillsboro, was brought down to Atverside by last night's train and interred today in the Catholic cemetery there. relatives and citizens. Arthur and Mark Daley, sons of the deceased arrived in time for the funeral.

YARMOUTH

Yarmouth, N. S., May 6-Mrs. Willia on Saturday atternoon last of heart failure at the age of 62 years. Mrs. Hayes was born in Gloucester (Mass.), but after her marriage moved to Argyle about 43 years ago. She was a member of the U. B. church at Glenwood, also of the W. M. A. S., and was highly respected by all who knew her. Besides spected by all who snew her. Besides her husband she leaves two sons and one daughter, viz, William and Percy and Mrs Horace Roberts, all of Argyle, and one brother, residing at Twin Falls,

one brother, residing at Twin Falls, Idaho.

A letter was received by Mrs. Benj. Rogers, of this town, last week, conveying the sad news of the death in London, England, of her brother, Captain Benj. K. Butler. He was the second son of the late Nathan Butler, of Yarmouth (N. S.), and was born 77 years ago. In early life he followed the sea and soon rose to the rank of captain. He married in Ardrossan, where he lived for several years, then removed to London, where he has since resided. He was a member of St. Andrew's Presbyterian church. He is survived by three sons and three daughters.

of in a gown of white silk with pear trim-mings and carried a shower bouquet of ton, white carnations and sweet peas. The and young couple were unattended. After white carnations and sweet peas. The young couple were unattended. Afterreceiving congratulations from their
friends, refreshments were served, after
which Mr. and Mrs. Ross left for a short
auto trip. The bride's traveling suit was
navy blue, trimmed with military braid,
worn with a black hat. The groom's
eift to the bride's

worn with a black hat. The groom's gift to the bride was a beautiful gold racelet.
Diamond Lodge, I. O. O. F., celebrated the 97th anniversary of the founding of Oddfellowship in America by attending service at Providence church last Sunday morning. They were headed by the Yarmouth Concert Band and at the church were met by the Rebeckahs of Opal (Continued on page seven, column five.)

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CANADIANS TREATED WELL IN HOSPITALS IN MOTHER COUNTRY

New Brunswick Boy Tells of His Experiences in England and the Hospitality of the People-Canadians Still Have the Old Grit in

That Canadian soldiers lack nothing | Butter, Is. 2d. a pound. in the way of skilful treatment, and friendly interest, while at the English hospitals is evidenced by letters from Sergeant Allen Otty, of the 1st Battal-

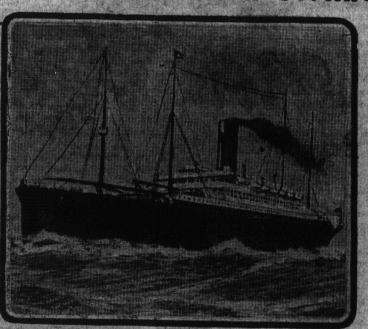
time ow, and yesterday I made my first first outside the grounds. It feels good to be out and see the "civiles," or drivil ians, on the street. They are so curious to look at I. don't think I would ever want to wear civilian clothes again. They look so out of place.

I find I can't walk far at one stretch, as my old legs are rather weak, but that's natural after the fever. However, I have a cane, and get along better seed upto the far the saters of the street. I have a cane, and get along better seed upto the far the street of the street. However, I have a cane, and get along better seed upto the far the street of the street. However, I have a cane, and get along better seed upto the far the street of the street. However, I have a cane, and get along better seed upto the far the street of the street of the street. However, I have a cane, and get along better seed upto the far the street of the stree

GERMAN AEROPLANE CAPTURED BY FRENCH



OF MUNITIONS GOES DOWN WITH CYMRIC



New York, May 10—The manifest of the Cymric, as filed on May 1 in the custom house here, showed that the Cymric's cargo contained the following articles:

Cases of firearms, 8; cases of guns, 13; cases of rifles,80; cases of Gaines sheaths, 820; cases of primers, 590; pieces of forgings, 2,163; cases of empty shells, 11,049; cases of cartridge cases, 300; cases of aeroplanes and parts, 40; cases

271; bars of copper,21,908; cases of brass to rods, 1,056.

The Cymric was built in 1898 at Belfast by Harland & Wolf. She was a twin screw steamship, 586 feet in length, 64 feet wide and 37 feet 9 inches deep. She was not armed. Her commander was Captain F. E. Beadnell, formerly of the steamship Baltic, of the same line. Her crew ordinarily consisted of 165 mea.

11,049; cases of cartridge cases, 300; cases of aeroplanes and parts, 40; cases

Sensational Day At Fuse Inquiry

Matter of "Pressure" by Middleman Disclosed; "I Told Premier Last October," Says Lloyd Harris; "Foxy Allison"

Ottawa, May 9—The part played by Colonel J. Wesley Allison, General Hughes' friend, philosopher and guide, in the letting of contracts for 5,000,000 fuses at extra-normal prices in the United States in June last, was sensationally exposed before the Duff-Meredith Commission today,

Lloyd Harris, president of the Russell Motor Car Company, who occupied the witness stand more than six hours, unfolded a story of his company's determined but futile attempts to have the shell committee recognize Canadian industry and enterprise in the letting of fuse orders, which practically proved the most vital aspects of the Kyte charges and created a profound impression upon the court.

Not alone was Mr. Harris able to show that his demands for a fuse contract Not alone was Mr. Harris able to show that his demands for a fuse contract were met by advice from Col. Carnegie, of the shell committee, to "see Col. Allison." He further brought out the amazing fact that on May 26, one day after the 5,000,000 fuses had been ordered in the United States, Col. Carnegie had confessed that the reason no portion of the order was given to the Russell Company was because the shell committee had been "under pressure" to let the contracts to the American firms, and that the whole sordid business, including the advice to see Allison and the Carnegie confession of "pressure" had been brought to the attention of Sir Robert Borden as early as October last.

Realizing the damning character of Mr. Harris' evidence, the great array of powerful lawyers supporting Allison and the shell committee, attacked the testimony with every weapon of legal ingenuity at their disposal, but after five hours of the most severe cross-examination the pedestal of his story remained unshattered. Towering above everything was F. B. Carvell's masterful examination of the witness, emphasizing the following facts:

1. On May 6 Messrs. Russell and Harris were told by Col. Carnegie that if they wanted to do business with the shell committee they would have to see

2. On May 26 Coi. Carnegie confessed to Messrs. Russell and Harris that they did not get a portion of the 5,000,000 fuse order because "pressure had been brought to bear" upon the shell committee to place them with the United

Motor Company being referred to Col. Allison before they could get a contract, and of Carnegie's admission that "pressure" had been exerted upon the committee to let the orders in the United States.

4. Mr. Harris understood Col. Carnegie to mean that the pressure to let the fuse orders in the United States come from "someone higher up."

Bertram and Allison.

In addition to the foregoing outstanding features, Mr. Harris' evidence went to show that General Bertram. chairman of the shell committee, did not hold a too high estimate of Col. Allison as early as May last—and it also indicated that the general apparently knew more about Allison than he was willing to admit in his evidence the other day.

In answer to Mr. Johnston last week, General Bertram swore that he had never heard of Col. Allisons name in connection with fuse contracts.

"Do you take me for a fool?" he indignantly asked the opposing counsel when it was suggested that Allison might have had something to do with fuse orders.

But today Mr. Harris swore that Col. Allison himself had told him over the telephone in New York that he had been connected with the fuse business, but had dropped out of it.

"Did you tell that to General Bertam?" asked Mr. Meredith.

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"Yes, I have heard that you did get some from Frankfort arsenal."

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