

New York Hid in Fear of Air Raid by Huns

SIREN WAS BEING TRIED OUT—THOUGHT IT WAS WARNING—SOUGHT CELLARS

New York, July 3.—Most all of the Bronx—that part of it that wasn't too scared to run—took to the cellar Monday afternoon when the huge steam siren recently installed on the roof of the American Bank Note Company's plant, in the Hunt Point section, for use in warning in case of a German air attack, sounded without warning. For fifteen minutes the huge brass-throated siren kept up a screech of calamity without passing, until every last resident of the Bronx was trembling in

fear in the darkest corner of the darkest cellars that could be found. Chaffeurs leaped from their seats on taxicabs and fled to safety, while their fares followed as rapidly as they could. Stores, hallways and private dwellings were besieged with pedestrians seeking a place to hide until the attack was over.

Police reserves piled into patrol wagons and hurried in the direction of the sound, while the uniformed police craned their necks toward the clouds in hope of obtaining sight of the enemy.

It was found that the siren had been lately installed, and this was its first try-out. The company had failed to notify the public.

To Prevent Imposters Speaking in Public

RETURNED SOLDIERS SPEAKING IN UNITED STATES WILL HAVE TO SECURE A PERMIT FROM HEADQUARTERS

In order to guard the public in the United States against imposters in uniform participating in any public work, the Department of Militia has issued instructions that no Canadian soldier of any rank will be permitted to address a public gathering in the United States without first securing a permit from the military headquarters.

A previous regulation insisted upon soldiers in uniform in Canada securing permission from the G.O.C. their military district before they were the uniform on a public platform, and it is now hoped that a complete check will be kept on all uniformed speakers.

May Not Wear Medals

As the result of repeated enquiries from the relatives of Canadian soldiers who have won distinctions in battle but have died on the field before receiving their decoration, the Militia Department of Ottawa has issued instructions to the effect that no person but the one actually winning the decoration is permitted to wear the decoration.

Officers Need Permit

Officers on the reserve of the C.E.F. will have to secure permission before they can wear their uniform in public. When this permit has been secured they will be able to wear the uniform of the unit to which they were previously attached, with the letter "R" on the collar of their tunic below the regimental badge.

Must Not Exceed \$65

Funerals of officers and men who die on active service or within the period after their retirement on discharge pay, will not be allowed to exceed \$65, except in exceptional cases. The costs of the funeral may possibly be made a charge against the public, but the amount shall not exceed the local contract price.

Roll of Chevrons

The Toronto military district has been notified by Ottawa to obtain a roll of all the officers and men entitled to wear active service chevrons. Any person wearing chevrons who is not entitled to the honor is liable to \$100 fine or three months in jail. Men who have received their discharge and who still desire to wear the chevrons will have to apply to the director of Records, Militia headquarters, Ottawa.

Ships From Australia

STARTING A NEW INDUSTRY—COMMONWEALTH WORKING ON SIX STANDARD SHIPS—PRODUCES ALL ESSENTIALS

Until after the outbreak of war Australia was content to depend upon Great Britain for the supply of merchant ships. Vessels of a few hundred tons burden have been built in Australian yards, but so long as steamers could be bought from Clyde and Belfast builders no one troubled to develop the industry of the Commonwealth. Submarine warfare and the requisitioning of merchant vessels by the British Government for service in other parts gradually depleted the ships available for Australian commerce, with the result that the Commonwealth now has a huge surplus of foodstuffs stored which it is unable to ship. There still remain in Australia 165,000,000 bushels of the 1915-17 wheat harvest, which, on a basis of 5,000 tons per ship, would entail the exportation of 900 shiploads before next harvest in order to clear the stocks.

This state of affairs led the prime minister, Mr. Hughes, to investigate the possibility of constructing large ocean-going vessels in Australia, and once he was satisfied that the ships could be built, not a minute was lost in starting work. It was only in September last that the Federal Ministry decided to construct merchant ships in Australia. The initial program for the building of six standard steamers has already been started.

Much Raw Material

Australia is a reservoir of all the raw material necessary for shipbuilding. Its huge deposits of iron ore are among the richest in the world. In Great Britain and Germany it takes 2.4 tons of iron ore to yield 1 ton of pig iron; in France and Belgium 2.7 tons are needed to give the same result; but in Australia only 1.5 tons of the famous Iron Knob ore are necessary to produce a ton of pig iron. An expert report supplied to the Australian Interstate Commission stated that there can be assembled at Newcastle the iron ore, coke and limestone necessary for pig iron production at a lower cost per unit than is possible for the United States Steel Corporation, the largest and cheapest producer in that country. The coal fields already being worked are of large size and yield the best quality of fuel. There is in Australia, therefore, everything necessary for the production of high-class steel on an extensive scale.

In spite of all the natural advantages in the shape of raw material, it should be remembered that shipbuilding is an entirely new departure for Australia, and it demanded extensive industrial mobilization. Mr. Hughes' first step was to hold a conference with the labor unions, as a result of which, agreement was reached upon the three points deemed essential to the success of the scheme. These points were: (1) continuity of operations; (2) dilution of labor; (3) piece-work. The next step was to get the working staffs together. A satisfactory number of highly skilled artisans was secured, and in passing it may be mentioned that the output of the Australian workman, when he settles down to his work, is abnormally large.

Having secured the staffs and the co-operation of the unions, the Government sought, among the shipyards of Great Britain, half a dozen leading ship constructors to direct the work. These men included a ship constructor, a yards manager, chief draughtsman, and chief marine engineer. They were the best men obtainable in the United Kingdom—young men, energetic and highly trained—and the question of salary was not allowed to interfere with the selection. Once engaged, they left for Australia at a few hours' notice.

Unconventional Methods

It was found that there were in Australia a number of shipways for small vessels which, without much trouble, were capable of expansion, and the alterations necessary were pushed forward at the maximum speed. The program for the construction of six vessels makes provision for the work to be carried on in Melbourne, Sydney, Newcastle, and Queensland. It is interesting to note that within five months of the decision to build ships in Australia the work was begun. Unconventional methods have been adopted in order that the work may be pushed forward with the utmost celerity, and the first vessel will be launched during the present year.—The Times.

12 New "Policemen"

TURNING POSTS OR SILENT ONES WERE INSTALLED AT KINGSTON

Kingston.—So well have the new "silent policemen" assisted in regulating traffic and preventing accidents that Chairman O'Connor of the Board of Works ordered twelve more and they were placed in position. They have worked wonders and more are now on the way to be placed at the corners.

The additional ones were placed along Wellington Street, and one was put up at the corner of Brock and Division Streets. The ones which are expected will probably be placed around the gore at Clarence and Bagot Streets. City Engineer McClelland spoke appreciatively of the aid the "silent policemen" were to traffic. Two of the "policemen" were knocked down yesterday, one at the corner of Brock and King Streets and the other at the postoffice corner, but they were quickly replaced.

Luxurious Senators

Senate reform, in the way of wartime economy, is suggested by Auditor-General Fraser in his annual report to Parliament, as tabled in the Commons recently.

Among the several score thousand items of Government expenditure printed in the report, there is one relating to stationery supplies for the Senate. These supplies included 100 ladies' bags at \$8 each, and 40 ladies' purses at \$5.50 each. Mr. Fraser wrote to the clerk of the Senate, asking for what purposes these were ordered, and to whom they were supplied—"these articles appear to be out of the ordinary run of stationery supplied for Government purposes."

To this pertinent request from the "watchdog of the Treasury" the Deputy clerk of the Senate replied that "the articles referred to were purchased and distributed on the authority of the Senate," and that "the matter of the distribution of supplies is purely within the economy of the Senate, and subject to its control only."

In other words, the Auditor-General was told politely but firmly not to butt in, and that the upper wing of Parliament ran its own show. Just to what state use the Senators—especially the bachelor ones—put the \$800 worth of ladies' bags and the \$200 worth of ladies' purses must be left to the imagination of the war-time taxpayers.

MELVILLE

O Canada! our native land, Today we sing of thee.

Of thy long miles of mellow grain That stretch from sea to sea, Thy hazy lakes and silver streams, Thy mountain peaks that soar, Thy fruitful vales and gladdening gales.

We love them more and more, But not for all thy wondrous wealth Of grain and gold in store, Not for thy land with beauty crowned,

Do we thy name adore, But for the spirit of thy sons Who tremble not at duty, Those who possess the greater love And for a friend will die.

—Helen B. Anderson July 1st, 1918.

Notwithstanding the din and discord of a world-war, Canadians have been permitted this week to again celebrate their country's natal day. In view of the terrible sacrifices made by her loyal sons, Dominion Day, this year should convey a deeper significance than ever before, and the flag, under whose ample folds we have protection, should receive our deepest reverence.

Mr. and Mrs. G. Osborne, and Miss Frances spent Tuesday with Mr. and Mrs. W. H. Anderson.

Miss Lida Weeks has returned home after spending a few days at Huff's Island.

Mr. and Mrs. George Wallbridge, Massawaga, visited Mr. and Mrs. F. Morton, Friday.

Miss Helen Alexander left on Saturday for Guelph where she will attend the Agricultural College for a few weeks. En route she will visit her sister, Miss Maud Alexander in Toronto.

Mr. and Mrs. D. H. Young and family, Mr. and Mrs. G. H. Young, Wellington, with Miss Mulholland and Mr. McCreary, Hastings, motored to the Sand Bank recently and spent a pleasant day at that popular resort.

Rev. and Mrs. Campbell, Concession, were recent callers at Mr. G. Osborne's.

Mr. McCreary, Hastings, visited his aunt, Mrs. D. H. Young for a few days.

The Hiller Sunday School held their annual picnic in Mr. C. L. ones' grove, South Lakeside on Sat-

urday. Miss Isabel Anderson and Miss Sylvia White were recent guests of Mrs. Fred Morton.

Miss Annie Mulholland, Thurlow, called to see her sister, Miss L. Mulholland, Saturday evening.

Adjutant W. A. Daven of the Royal Air Service, came down from Camp Borden Saturday evening and spent the week end with his parents at their summer home.

Mr. and Mrs. J. R. French, Mr. Clayton and Mrs. Sherman Chase attended the obsequies of Mr. French's brother, Mr. O. French, who dropped dead at Point Anne on Sunday. The service was conducted on Wednesday afternoon.

Mr. and Mrs. Milton Wood, of Ameliasburg, spent Tuesday in Melville, assisting in preparing a temporary home for their uncle, Messrs. John and Charles Morton, who suffered the loss of their home by fire on Friday last. A commodious machine house has been nicely fitted up as a temporary residence, while a new home is being built.

Dr. Wilmet Nethery, of Elberton, Georgia, is visiting his old home, South Lakeside, after an absence of twenty years. His many friends are delighted to welcome him and are pleased to hear of his success in the sunny South.

Rev. and Mrs. Mutton, accompanied by Miss Osborne and Miss Frances attended the ice cream social held under the auspices of the Red Cross Society at Mount Pleasant on Wednesday evening. Others attending from Melville were Miss C. Chase, Mr. and Mrs. W. Kinneer, Charlie Kinneer and Miss Maggie.

Mr. and Mrs. Harry Breeze, who motored from Collingwood last week left on Friday for home accompanied by their parents, Mr. and Mrs. Henry Breeze who will spend some months in Collingwood.

Mr. Orville Lockie and Miss Ella, with Charles and Arthur Kinneer, recently visited Mr. and Mrs. R. Hendricks, York Road.

Mr. and Mrs. J. Halliday and Mr. and Mrs. Snider, Massawaga, spent Dominion Day at Concession Lake.

Mr. and Mrs. James Morton, Mr. W. Morton, Mr. W. H. Anderson, and Mrs. Asenath Anderson, motored to South Bay Friday and attended the obsequies of the late Mr. Edward Ackerman, a brother of Mr. Anderson. Rev. Bunt Milford, conducted the service and interment was made in Glenwood Cemetery, Pictou.

Recent events.—Mrs. J. Kinneer spent Friday at Huff's Island; Messrs. John and Charles Morton and Master Albert spent Saturday in Pictou. Mrs. Aurelia Morton spent Friday with Mrs. W. H. Anderson; Mr. G. Osborne spent Tuesday afternoon in Wellington; Mr. and Mrs. W. H. Morton and Mr. Harry Carley were among those who attended the concert in Wellington, Friday evening.

Vast preparations have been made for today's (Thursday's) opening celebration of our new summer resort, "Hill-Crest Farm" at Concession Lake. Conveniences have been arranged for picnics, tables and hot water being among the requisites. A dancing pavilion has been erected and an orchestra will furnish music for dancing both afternoon and evening. The young people and the older ones as well as on the quiet life of expectancy for the novel event, Col. Ferguson, who has had experience in this business as proprietor of Hotel Alexandria, Wellington, hopes only to get his work fairly under way this summer, but the appreciation of his efforts in establishing a Rest Resort amid the natural beauties of Concession Lake, is evidenced by the numerous letters he has already received asking for cottage accommodation during the summer months.

GLEN ROSS

Our annual Sunday School picnic from Carmel along with Stirling and Mount Pleasant in Mr. J. Anderson's grove on July 1st, was a huge success in spite of the clouds as nearly everyone seemed to be busy trying to make sunshine and, of course, succeeded.

A crowd of people motored here from Sulphide on Monday to picnic on the shore of this beautiful river Trent.

Mr. and Mrs. F. Series and little Olive of Campbellford and Mrs. J. Higgins of Belleville, motored through here on Wednesday en route for Oak Lake. They were accompanied by Mrs. G. H. and Mrs. B. Wipor of this place.

Mr. Ed. Pyear attended county council at Belleville on Saturday last.

Miss H. Jones of Belleville, is visiting her aunt, Mrs. F. Pyear for a few days.

Mr. and Mrs. F. Vandervoort of Wellington, spent the week-end with relatives here.

Mr. M. Winsor returned to Oshawa on Tuesday after spending a few days at the Glen.

Miss Laura Hiden and friend,

Miss Marshall of Toronto, spent Sunday and Monday with the former's parents and friends here.

Mrs. Wm. Farrell and Mrs. A. Anderson and little son, Ormond, visited one day at Mr. Winsor's recently.

A few from this way attended the Odd Fellows' Decoration in Stirling on Sunday.

Miss G. Greene of Campbellford, was home for the picnic.

Miss G. Wilson of Peterboro, and Miss G. Gunter of Coe Hill, were guests of Mrs. G. H. Winsor, over the week-end.

Mr. Arthur Pyear left here for Kingston on Tuesday where he is attached to the military.

The Misses H. and M. Irwin and Mr. Fred Irwin also Mr. and Mrs. Jas. Irwin motored from Rimington on Sunday last, spending the day with Mr. and Mrs. Gilbert Winsor.

Mr. and Mrs. P. Vandervoort of Wellington were visiting relatives and friends here over the week-end.

Lights have been placed on the bridge here since the opening of the canal.

Mr. C. Howard and Mr. F. Anderson motored to Morganston to attend the funeral of the former's nephew, Mr. Ivan Bird, one day last week.

PICTON

Mr. Joseph Welsh, Peterboro, spent a few days in town.

Mrs. Frank York and son, Karl, of Rochester, N.Y., are spending a few days in town.

Mr. Ray Ringer, Napanee, was in town attending the funeral of his grandfather, the late Richard Ringer.

Mrs. M. Slattery, of Rochester, N.Y., was in town attending the funeral of her aunt, Miss Kathryn Tierney.

Mr. George Tierney and sister, Mabel, of Rochester, N.Y., attended the funeral of their aunt, Miss Kathryn Tierney.

Mrs. Lizzie Derbyshire has returned to Toronto after spending several months with friends in Bloomfield and Wellington.

Miss Bernice Clapp and Miss Nell Clinton, who have been attending faculty at Queen's University, returned to Pictou last week.

Adjutant and Mrs. Beatty and family, Montreal, have been spending a vacation at the home of Mr. and Mrs. G. W. Lockyer, Bloomfield Road.

Mrs. (Dr.) J. H. Boulter, of Detroit, Mich., with her two sons, Masters Frank Crawford and Edward Malcolm, arrived in Pictou on Wednesday to spend their holidays at Mr. W. Boulter's summer home.

Miss Lillian L. Boulter accompanied them from Toronto where she has been spending a week with her aunt, Mrs. E. Sprague.

T. H. Slaven of this city, is in receipt of letters from Lieut. T. W. Slaven, his grandson, a young man who has visited here frequently and who enlisted in the aviation section of the United States army from Sacramento, Calif.

Slaven was temporarily stationed at Camp Dick, at Dallas, Tex., but has now been assigned to duty at Ellington Field, Houston. The writer says that while Texas could be worse, he likes California much better. Lieut. Slaven is training as a bombing pilot and expresses the hope that he may be assigned to fly over Mother Field at Sacramento on the occasion of the opening of that field.—Hollister (Cal.) Free Lance.

CAMPBELLFORD

Miss Vera Dryden has returned to her home in Peterboro after visiting friends here.

Mr. and Mrs. J. D. Ferris attended the funeral of Mrs. George Ferris at Cobourg yesterday.

Mr. Clifford Mayne has gone to Shawinigan Falls, Que. where he has accepted a position.

Mrs. Garnet Green and little daughter, Evelyn, of Peterboro, are visiting her aunt, Mrs. A. J. Baylis.

Word was received here on Tuesday that Mrs. (Dr.) George Ferris died suddenly at her home in Cobourg.

Miss Govan, of Williamstown, is visiting Mr. Andrew Govan and the Misses Govan, Seymour West.

Miss Donor has returned from a visit of several months with her sister, Mrs. John Conna, Smiths Falls.

Mr. and Mrs. L. S. Sloggett motored from Toronto and are spending the week with Mr. and Mrs. J. L. Sloggett.

Mrs. A. J. Martinson and baby Murray are spending the week with her parents, Mr. and Mrs. J. L. Sloggett.

Mr. W. J. Bland, who was recently operated on for appendicitis at Mrs. Sullivan's hospital, is doing nicely.

Corpl. Stanley Kellar, of Barrie, was home for the week-end, visiting his parents, Mr. and Mrs. Chas. Kellar.

The meeting of the Red Cross Sewing Circle will be held at the home of Mrs. Alex. Walkshaw, Thursday, July 11th, at 2.30 p.m.

Mr. and Mrs. J. I. Adams, accompanied by Miss McArthur and Mrs.

J. Adams, visited friends in Toronto, Niagara and Buffalo.

Mrs. W. M. Watson and her son, Master Norman, and her mother, Mrs. Bunnett, of Toronto, are visiting Rev. and Mrs. A. R. Anderson.

Miss Jessie Little, who left here some time ago for a trip to the coast, is spending the summer with her sister, Mrs. J. P. Innes, Acadia Valley, Alta.

Mr. Geo. T. Dickson left on Monday for Ottawa, where he has accepted a position in the Department of Militia and Defence as inspector of artillery stores.

Miss Hinson and Mr. F. Watson and his mother, motored from Toronto and visited Mrs. and Miss Vosper last week. Mrs. Vosper returned with them for a few days.

We congratulate Miss Cherrie Turner, who recently passed the Primary examination of the Toronto Conservatory of Music. Cherrie is a pupil of Miss Hawley and shows marked musical ability.

Ptes. W. Watson, of Warwork, and R. R. Richardson, of Hastings, both of whom went overseas with the 13th Battalion, and have been reported missing, are now presumed to have died.

Lieut. Ernest G. Stevenson, son of Mr. James Stevenson, of Hastings, has won the Military Cross for distinguished bravery on the field. Lieut. Stevenson is a brother of Mrs. Jno. Fairman, of Seymour West.

Mrs. Hart and baby Helen and Miss Goldsmith, G.N. R.N., Mr. Rose, of Belleville, and Miss Maude Campbell, G.N. R.N., of Valleyfield, Que., motored from Belleville and spent Sunday with their friend, Miss Jennie Atkinson, G.N. R.N.

Ptes. E. J. Sweet, who returned from overseas and has been in a Toronto hospital since March 6th, has undergone three operations on his shoulder, the last being a very serious one. His mother, Mrs. Wesley Sweet, is with him this week.

The Bay Bridge

Editor Ontario.—It has often been said by business men visiting Belleville who know the conditions here existing in relation to the Bay Bridge and the City, that no community of intelligent men would hesitate for a moment to bridge the bay here with a permanent structure and that though the cost might exceed several times that of the present one which is proving altogether inadequate for present needs, and besides is more costly to maintain than a thoroughly solid structure.

It may safely be asserted that there is no town in Canada if situated as Belleville is but would act at once in this matter as it would undoubtedly prove a most profitable investment for all classes both in Prince Edward and Belleville. To corroborate this opinion the writer has asked what other cities would do were they similarly situated as Belleville.

The following letter is a practical answer to this, which comes from St. Catharines, a city of the same size, which speaks for itself:

"Thos. Ritchie, Esq., Belleville, Ont. 'Dear Sir—'

'Yours of the 15th inst. re bridge is referred to me for answer and I beg to advise you that we have built two bridges here within the last five years and on different plans of financing.'

'The first was a bridge some 750 feet long and consisting of 13 concrete arches with height above water of 65 feet. This bridge was built from a street opening into the heart of the business district across the old Welland Canal to a subdivision of some 700 building lots being opened by a Realty Co. This Company agreed to pay two-fifths of the cost, an area of benefit in the heart of the business district petitioned to have the bridge built and agreed to pay two-fifths of the cost and the city at large paid the remaining fifth. The bridge was built under the Local Improvement Act and the assessed cost was \$140,000.00.

'The second bridge is a steel structure some 1240 feet in length built to improve the main western entrance to the city. It is 35 feet above the water 30 feet roadway and two 5 ft sidewalks. The bridge cost \$150,000.00 and was financed by a debenture issue payable by the whole city.

'I hope this is the desired information.

'Yours very truly, 'W. P. Near, 'City Engineer.'

It will be seen by the above letter that it was a company owning a number of building lots who urged the erection of the first bridge, (the concrete one across the ravine), offering to pay two-fifths of the cost as well as to increase the value of their property on the far side. Here now are built two bridges, costing two hundred and ninety thousand

dollars (\$290,000.00) not far from each other for they both enter the City, built across the ravine, to facilitate entrance to the City from the country beyond, and this is done although it is only a mile or two both east and west of the bridges where the ravine can be crossed by a road with but slight difficulty. Compare this with the distance to be travelled by roadway for Prince Edward to reach us or us to reach Prince Edward.

Such a bridge as contemplated ought to be entirely free inasmuch as there would be little expense for maintenance and repairs from cost of attendance at the Swing Bridge. Thomas Ritchie.

Nuptial Notes

WAGER—HENSON

A quiet wedding was solemnized at "The Manse", Madoc, by Rev. McTavish on Wednesday, June 15th, when Miss Nettie Benson, youngest daughter of the late Mr. and Mrs. James Benson, of Ivanhoe, became the bride of Mr. Wesley Wager, a prosperous farmer of Fenelon Falls.

After a week's visit among friends in Ivanhoe, Frankford and vicinity, Mr. and Mrs. Wager left on Thursday, June 27th, for Fenelon Falls. "Nettie" was one of Ivanhoe's most popular young ladies and was held in the highest esteem by all who knew her. She took a great interest in the Women's Institute work, and also in the League, and the place left vacant by her absence will be most difficult to fill.

On Monday evening previous to her departure, a number of her friends gathered at her home and after a short time spent in social intercourse Mrs. Wager was presented with an address and a silver butter dish and casserole, as a tangible evidence of the esteem in which she is held by her Ivanhoe friends. Mr. and Mrs. Wager made most suitable replies and a most pleasant evening was spent, at the close of which all went home wishing Mr. and Mrs. Wager the best of success and prosperity in their wedded life.

Such are the forget the British present government time power. The knowledge of a whole, or to official theory was able than a from no foundation in logical conclusion upon the sea shell tial enemy on lar war in which eve was known. It is the actual reason

"But the co the necessity of t be dismissed from tional navy, it and curtailed its and even that was "It is conce is a maritime na of the seas, and with the fleet or enforce a strict of aggression on er if not averted, England would h

"But what a was prepared for Government, while principles of ma into a great land be believed) the great naval and power while ign doubled and treb through the earl waters, say if th enough now. An had not begun, if enough force submarine is the resenting at sea t

"We may all expect that the pelled in honor a army to go to the fact, that the nee of having previe abandoned the M

"We may ev then have need then, in so far s as the only cond execution.

"Unfortunat to their success teach them some now understand ships of commerc uary 10 and Feb borne trade, go Great Britain, d

"But the co posed of the pol understanding th that if Germany a fact is, so far as be just beginnin States and Great the mastery of t marine, if enough can be abolished, will win? Histoe weeks supply the She is compelled, drawn closer and

"It is perfec fleet held the sea sea warfare have the power to def capture his goods ish ports. Germ the whole of her by long range gu of the future may defeat the Allies many should hav defect it now.

"What is a m tions, is neither of its neighbors therefore free to Such a country o main roads of the occupy what is s give a ready acc seaboard of cont tage both for co the Scandinavian and south to the pies what is pot world."

Shell Shock Not Serious

SAYS ARMY SURGEONS.

Report Given at a Research Meeting of Army Doctors Held in Paris on Disease.

Paris, July 4.—Shell shock is not now regarded as serious by the experienced British and French army surgeons. Their experience shows that shell shock is not suffered by the best, physically sound soldiers, and that those who are afflicted either have neurotic tendencies or are otherwise suffering. Soldiers affected by shell shock are sent back to service in a short time. A report on these conclusions was given at a research meeting of army doctors held here.

Major-General Sir John Rose Bradford, consulting physician with the British expeditionary forces in France, speaking on chest wounds, said that deaths from that cause had been considerably reduced by use of new surgical methods in opening the chest for the removal of foreign matter carried into the body by the bullet. He described several experiences in the British Army selecting cases for treatment, operations or medicine.

No man or woman should hobble actually about because of corns when so certain a relief is at hand as Holloway's Corn Cure.

IF ALL THE

BRITISH SHIPS' PAST

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the Sea", says: "The German among the less i with the approb bages in the Fr said that with th to the sea power