

COMMITTEE NAMED TO SPEED UP SUPPLY OF WAR MUNITIONS; DUTCH STEAMER TORPEDOED

WILL SPEED UP SUPPLY OF WAR MUNITIONS

Committee Announced in Commons Yesterday by Premier Asquith.

LLOYD GEORGE TO ACT AS CHAIRMAN

War Office also names a Committee to assist in the work.

London, April 15.—An important committee under the chairmanship of David Lloyd George, the chancellor of the exchequer, to organize and speed up the supply of munitions of war, was completed today.

Mr. Lloyd George will have the co-operation of ex-Premier A. J. Balfour, Edwin S. Montague, Chancellor of the Duchy of Lancaster; Harold T. Baker, member of parliament for the Acriculture division of Lancashire; Arthur Henderson, member for the Barnard Castle division of Durham; Major General Sir Stanley von Donop, Master General of the Ordnance; Sir Herbert L. Smith, Permanent Secretary to the Board of Trade, and a representative of the Admiralty.

Premier Asquith announced the composition of the committee to the House of Commons. He explained that its functions were "to insure the promptest and most efficient application of all the available productive resources of the country for their manufacture and supply of war munitions for the army and the navy, and with authority to take all necessary steps for that purpose."

The British war office simultaneously has appointed a departmental committee to assist in the same object under the chairmanship of Field Marshal Earl Kitchener himself.

There is no possibility of any firm continuing in business and selling tea of the quality of "SALADA" for less money. You can get "SALADA" Brown Label from your grocer at 35c a pound; Blue Label at 45c, and Red Label at 55c a pound, and these teas are from the choicest gardens in the island of Ceylon. All "SALADA" Teas are clean, pure and free from dust, which so many other teas are loaded with to reduce their cost.

CENTREVILLE RED CROSS SOCIETY

Centreville, N. B., April 12.—The Red Cross Society thanks the following people for aiding its work since February 1st: Mrs. Henry Thomas, 1 pair mittens; Mrs. Emerson Crouse, 2 pairs socks; Mrs. Wilmet Webb, 2 pairs socks; Mrs. Everett Harold, 1 pair socks; Mrs. John Smith, 1 pair socks; Mrs. Jos. Williams, 2 pairs socks; Mrs. W. J. Webb, 2 pairs socks; Mrs. John Simonsen, 1 pair socks; Miss Jean Balloch, 1 pair socks; Mrs. Emerson Crouse, 1 pair socks; Mrs. Horace Estabrooke, 1 pair socks; Rev. Mr. Penna, 1; Mr. and Mrs. Lee White, 1; Mrs. A. Simonsen, 25c; Mrs. Charles Merrithew, 25c; Mr. Jos. Vandine, 50c; Mrs. John Alefander, 1 pair socks; Mrs. Ludlow Sharke, 1; Mrs. W. S. Charlton, 1 pair socks; Mrs. Hawkesley, 1 pair socks; Mrs. Samuel Ritchie, 1 pair socks; Miss Bertie West, 3 pairs socks; Mrs. W. Lewis and Mrs. Lester Lewis, 3 suits pyjamas.

On March 11th a bean supper was held. The proceeds amounted to \$57.30.

Thanks are due C. M. Sherwood for use of the hall and the Odd Fellows for use of their dishes.

The society sent \$50 to the Duchess of Connaught's Hospital at Clivedon to equip a bed.

Since February 1st the following articles have been shipped to St. John: 10 pairs mittens, 78 pairs socks; 20 gray flannel shirts, 3 cholera belts, 3 pairs bed socks, 2 quilts, 6 suits of pyjamas, 18 nightshirts.

HOTEL ARRIVALS.

Royal.
W J Luskall, Toronto; C W Tyre, Montreal; Geo S Brown, Hamilton; J J Bruce, New York; C A Senes, J P Ferguson, Montreal; R W Shaw, Houlston, Me; J L Parkin, Miss Ella Parkin, Fairfield, Me; E A Harris, Montreal; Reid McManus, Moncton; A P Logan, Pictou; W Walden Jones, London, Eng; W W Moore, Ottawa; H Lindsey, Halifax; F A Douglas, Toronto; R W Hewson, Moncton; F Killam and wife, Norfolk, Va; A R Slipp, K K Chestnut, Fredericton; R E Jamieson, Montreal; C Oltis, Toronto; W F Vincent, Philadelphia; B B Leslie, Montreal; W E Barnes, S G McDougall, Moncton; R E McLennan, Summerside; Angus E McLean, Bathurst; M. J. Webster, Detroit; G D Perry, Montreal; H McKenzie, Kentville; D W Cae, Boston.

SAY ZEPPELIN CAME FROM HELIGOLAND

Crew of Trawlers which sighted German Air Raider describe her as Z-9, one of latest type.

London, April 15.—The skippers of the British trawlers who sighted the Zeppelin airship which last night raided the northeast coast of England, describes her as the Z-9, one of the very latest type of German airship. The trawlers sighted the craft 100 miles from land. They believe she came from Heligoland. If she returned to this island the calculation is made that she must have covered on her trip something like 800 miles.

The trawlers came at full speed for port immediately after they recognized the Zeppelin with the object of giving warning, but, of course, they were easily outdistanced by the airship.

IMPERIAL COUNCIL OF MYSTIC SHRINERS AT SEATTLE IN JULY

Seattle, Wash., April 14.—The selection of the second day of the big Imperial Council, Nobles of the Mystic Shrine, at Seattle in July as "Canadian Day" was officially announced today by the executive committee of Nile Temple, in charge of arrangements for the gathering of 200,000 Masons and their families.

Monday, July 12, will be practically given over to the Canadian temples, and a series of features in their honor are being planned. In Canada are eight temples, Al Ashar, at Calgary; Glend, at Victoria; Karnak, at Montreal; Khartum, at Winnipeg; Luxor, at St. John, N. B.; Mocha, at London, Ontario; Philae, at Halifax; and Wa-Wa, at Regina.

The program for Canadian Day includes the reception of the Imperial special train, bearing the Imperial Potentate and his Divan; with a procession through the downtown streets; governor's reception; and reception at the United Northwestern Temple headquarters to all visiting temples and nobles. In this the Canadian temples will largely participate.

Many special trains of the 150 scheduled for the council are planning to pass through Canada; and Masons on that side of the boundary line will have ample opportunity to entertain the leading Shriner and their wives.

A GRANDSON OF GLADSTONE KILLED IN ACTION IN FRANCE

London, April 15.—William G. C. Gladstone, grandson of the great Liberal statesman, has been killed in action in France. Mr. Gladstone was 29 years old. He was a Liberal member of the commons.

That Racking Persistent Cough Can Be Quickly Cured By DR. WOOD'S NORWAY PINE SYRUP

All obstinate coughs and colds yield quickly to the general action of "Dr. Wood's" for the simple reason that this valuable preparation combines all the lung healing virtues of the Norway pine tree with which is combined Wild Cherry Bark, and the soothing, healing and expectorant properties of other excellent herbs and barks. This makes it, without any chance of denial, the best cough medicine on the market today.

When you ask for "Dr. Wood's" see that it is put up in a yellow wrapper; three blue trees the trade mark, and that the name, The T. Milburn Co., Limited, Toronto, Ont., appears on the wrapper. Price, 25c and 50c.

Mrs. H. C. Kingston, Moose Jaw, Sask., writes: "I wish to recommend Dr. Wood's Norway Pine Syrup as being the best cough medicine on the market. A few months ago I took a severe cold which left me with a racking cough. After trying several cough remedies, with no result, I decided to get a bottle of Dr. Wood's Norway Pine Syrup, and after taking the first two doses it began to effect a cure, and after continuing its use for a short time, I was entirely cured. I cannot say too much in its praise."

Two More Victims of German Submarines

British Steamer Ptarmigan sunk and eleven of crew believed lost—Dutch steamer with cargo for Netherlands Gov't torpedoed in North Sea—Crew saved

London, April 15.—The British steamer Ptarmigan has been torpedoed and sunk by a German submarine near the North Hinder Lightship in the North Sea. Eleven sailors of the Ptarmigan's crew of twenty-two men were saved.

The Ptarmigan had a tonnage of 475 tons and was built at Dundee in 1891. The vessel was 110 feet long, thirty feet beam and sixteen feet deep. She was owned by the General Steam Navigation Company.

Dutch Steamer Sunk.
London, April 15.—The Netherlands steamer Katwyk, from Baltimore for Rotterdam, was torpedoed yesterday evening, while anchored seven miles to the west of the North Hinder Lightship in the North Sea. The crew of 22 men were saved and taken aboard the Lightship.

A despatch to Reuters from Flushing reports the arrival there of the crew of the Katwyk. The men say that while the night watch was being

changed a severe shock was felt and the ship began to take in water. As the steamer was taking the crew took to the boats and while rowing away saw the periscope of a submarine which quickly disappeared.

The Katwyk sank 15 minutes after the explosion. The Katwyk was a freight steamer. Built in 1903, she was 1,287 net tons and 231 feet long. She sailed from Baltimore March 26 for Rotterdam, and passed Dover April 14.

Cargo Was For Dutch Government.
The Hague, via London, April 15.—The sinking of the Dutch steamer Katwyk is considered here the gravest incident of the submarine warfare, as it directly affects the Dutch government, to which the cargo of grain on board the steamer was consigned.

While awaiting further details of the torpedoing of the Katwyk the ministerial departments concerned discussed the matter today but declined to make a statement.

Neither Death Nor foe Can Daunt British Airman

Invincible in the Battles in the Skies, He Never "Scoots for Safety," as do His German Opponents.

By Ernest Townley.
(Copyright, 1915, by the New York Herald Company and the London Daily Express—All Rights Reserved.)
(Special to the Herald.)
General Headquarters, British Army in France.

If the Germans could only destroy, or even daunt the British airman, what a hoard of German secrets they would preserve! But they cannot daunt such men as the Royal Flying Corps is made of. They fear them instead. You see many a British aeroplane flying toward the German lines. I have seen no German Tabes during the week I have been with the British army in France.

The German airman who ventures above the British lines does not wait to argue the point when a British fighter rises for the chase. He scoots for safety, for the British air force has shown that it is fearless of death, eager to destroy, and invincible in a battle in the skies.

Some aeroplanes at the front are attached to various sections of the army, for an important part of their work is to discover enemy gun positions and report them to the British commanders over the way, so that the British batteries may pitch their shells in the right place. They report progress while the fight is going on.

But further back machines are fitted and tuned up to convert pitch. The machines that have been "ditched" by some unlucky descent or torn in the wing by shrapnel or rifle bullets come home to be overhauled and repaired. Sometimes a few patches and a dab of "varnish" (it is really some other mixture) are sufficient; sometimes the poor creature has to be stripped to the bone—it looks like the dissection of an unwinged homestead—and built up anew—new wings, new wires, new screws, new tail, new engine parts. They showed me one proud shell—the body of the aeroplane that fought and scattered about a dozen German rivals somewhere near Dunkirk a little while ago.

Talk Little of Death.

What eagle-eyed lads they are, these British fighters in the skies! Continual watching from their ethereal eyries has given them a piercing vision. Cherubs might envy their cheeks, pink as coral from frequent contact with the cold, pure air through which they soar and dive and sail. They are as quiet and as undemonstrative in their ways as the crew of a herring smack. I saw a couple of them, in goatskin coats and leather skull caps, some striding lightly across the heath from the sheds. Their little barque was ready for the voyage. They climbed aboard and took their seats, and one of them turned his head and gave a nod. The propeller whirled and roared, and without a word or a thought for anything but the machine and duty they rose from the heath and sailed away for the distant German lines.

They meet with the good luck they deserve, as a rule. Shrapnel comes up at them, but rarely hits the mark. Now and then wings are riddled, but the little bee holes make little difference and can easily be put right when they return. It is not often that a man is hit.

Now and then there happens the thing that men must expect in war. It is soon told and, for the time, forgotten, for men have tomorrow to look

SOLDIERS ARE HARD AT WORK

Routine Drill and Gun Practice Take Up Time of Men Here.

Practically all the members of the 55th New Brunswick Battalion, now in the city have been equipped with uniforms. The recruiting has been going on steadily, and all over the province men are being added to the strength of the battalion. It is not yet known when the mobilization will take place, but it is hoped to have the men ready at any time. Nearly seven hundred men have been enlisted.

All the soldiers in the city spent yesterday in the usual routine physical drill was the early morning business. During the day parties of the 26th battalion indulged in field work in the vicinity of the Golden Grove Road. Some of the men were taken to the Rifle Range and given some practice in shooting.

Col. J. P. Landry, brigadier of the 1st Brigade of the second contingent, came to the city yesterday and will spend the next few days here inspecting the 26th. Col. Landry is accompanied by Major T. M. McAvity. The Army Service Corps was engaged in the usual routine while the men of the Railway Construction Corps spent a quiet day.

The men of all the corps are anxiously awaiting the orders to depart for the old country. A new interest has been given to the work in all the corps since it was announced that Kitchener had issued a call for more men. It is not known when the call will come for the men stationed here.

PUBLIC ACCOUNTS IN FREDERICTON

At the meeting of the Public Accounts Committee in Fredericton yesterday morning Mr. Stewart of Northumberland admitted that several years ago, he had been paid a larger amount for printing a government report than he had tendered for. He did not return the extra money.

Attorney General Baxter appeared in reference to money paid to G. Earle Logan for legal services in connection with services rendered to the government. Hon. Mr. Baxter stated that the matter occurred before he became attorney general. Mr. Logan had done the work entirely on his own account and not as a partner of Mr. Baxter. The attorney general had never derived a cent of profit from such business directly or indirectly, neither while he was attorney general or a private member of the House.

Mr. Stewart (Northumberland) said he considered the Attorney General's explanation was conclusive and satisfactory.

Hon. Mr. Baxter said that the Chief Commissioner had retained Mr. Logan's services to search titles and other work in connection with the Public Works Department without his (Baxter's) knowledge.

Col. Black, the chairman of the committee, said that the explanation was thoroughly clear and should be satisfactory to every one, and Mr. Jones, another member of the committee, expressed similar views.

Drunken and Resisting

Daniel Duncan was arrested yesterday afternoon about two o'clock by Sgt. Baxter and is charged with being drunk and violently resisting the police on Water street.

Doctor Said Only Hope Was in an Operation

Was Skeptical When He Began the Use of Dr. Chase's Ointment—Relief Came Quickly.

Here is a plain, honest statement in regard to Dr. Chase's Ointment. Between the lines of this letter you can read the gratitude which its writer feels. One does not suffer from annoying, distressing piles for ten years without appreciating a cure when it is obtained.

Almost every mail brings the report of someone who has been cured of piles by the use of Dr. Chase's Ointment. Such statements are never used without the permission of the writer, and until we are satisfied that the cure is genuine and the writer a person of responsibility.

You may believe in operations for piles, and think there is no other cure. Write to Mr. Ingles, enclosing stamp, and he will gladly verify his statement. He will tell you that the pain, the expense, the risk of an operation are quite unnecessary. That relief and cure come with the use of Dr. Chase's Ointment.

Mr. Ernest W. Ingles, Penticton, B. C., writes: "I suffered from piles for

Kron Prinz Wilhelm To Be Examined By U. S. Naval Board

Newport News, Va., April 15.—Provisions for four days were taken aboard today by the German commerce raider Kron Prinz Wilhelm, the three days supply allowed her when she came into port having been exhausted. Loading of 300 tons of coal for port purposes and to trim the ship will be completed by night and tomorrow the ship will go into dry dock for survey by the naval board, which is to recommend the time to be granted by the United States government for repairs.

The ship's surgeons said today that members of the crew suffering from

beriberi were much improved. Thirty-one new cases of the disease have developed since the raider arrived here, but with plenty of fresh vegetables available, the surgeons expect to suppress the epidemic soon.

SCHOONER NOTES.

Schr Lotus, of Dorchester, N. B., 97 tons register, has been purchased by Captain Roy Merriam and Allan McInnis and others, of Parrsboro. The schooner Dora, from St. John, with general cargo, fell off at sea with general cargo, strained and took in water, damaging her cargo.

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