

News of the Sea

—London, Aug. 8.—Seven Norwegian sailing vessels and ninety men were lost in a heavy gale near Greenland, according to a dispatch to the *Central News* from Christiania. The vessels were part of a fleet of fifty and were returning from a fishing trip in the Arctic Ocean. The gale was encountered on the outward journey.

—London, Aug. 8.—Four Americans were lost on the British steamer *Belgian Prince* which was sunk July 31 by a German submarine. One American is among the survivors.

The American consul at a British port today heard from the lips of the American survivor the story of the crew. Thirty-eight of the crew of the steamer were drowned and three others were rescued by a patrol boat and taken to a British port. The survivors say the submarine shelled the vessel, after which the commander ordered the crew to take to the boats and go alongside the submarine. According to the survivors the Germans removed the lifebelts and clothing from all the crew except eight, smashed the lifeboats with axes, then re-entered the submarine and closed the hatches, leaving the men on deck. After travelling on the surface for several miles the U-boat then submerged.

—London, Aug. 8.—There was a slight increase in the loss of British merchant vessels by submarines or mines during the last week, according to the official summary issued to-night. Twenty-one British vessels of more than 1,600 tons and two vessels of less than 1,600 tons were sunk last week. Thirteen ships were attacked unsuccessfully. No fishing boats were lost.

The number of vessels over 1,600 tons sunk last week is an increase of three over the number sunk in the previous week, when eighteen were lost through submarines or mines; there is a decrease of one in the vessels of less than 1,600 tons, three having been reported lost the previous week.

The total for the present report 23, is an increase of two over the previous report, and is one less than the number reported lost for the week ending July 22, which was the highest since the week ending June 24, when 28 were lost.

—Paris, Aug. 9.—During a recent Italian aerial raid on Pola, the Austrian naval base on the Adriatic, two airplanes with bombs destroyed two Austrian submarines which were being repaired there.

—Pemaquid Point, Me., Aug. 9.—The two masted schooner *Willis and Gay* from Port Reading for Halifax, with 215 tons of anthracite coal, ran ashore on the ledges here, in a fog, to-day, and probably will be a total loss. Capt. John S. Lowe, and the crew of four men reached shore safely in a small boat. The schooner was built at Belfast in 1873 and registered 199 tons.

—Newport News, Va., Aug. 9.—Destruction of the British steamer *Argalia* on which were forty American muleteers, by a German submarine, was reported by cable to-day to the ship's agents here. Capt. Morris and ten of the crew were lost. Survivors were landed at Glasgow. Whether any of the lost were Americans was not reported.

The *Argalia* left here on July 18 for a British port with a cargo of horses. She was about 20 days out when sunk, and it is believed that she had landed her cargo and was on her way to Glasgow.

—London, Aug. 10.—Thirty men were lost when a German patrol ship collided with a German mine, according to a report from Stettin, says a Copenhagen dispatch to the Exchange Telegraph Company.

—Copenhagen, Aug. 10.—Nine hundred and thirty-three Scandinavian ships have been destroyed by torpedoes or mines since the beginning of the war, according to the *Attenblad*. Of this number, Norway lost 600, Denmark 187 and Sweden 146. The number of Scandinavian seamen lost in these disasters was about 500.

—An Atlantic Port, Aug. 10.—The Norwegian sailing ship *Siran*, which left Buenos Aires February 27 for Havre, was sunk by a German submarine, and her crew picked up 800 miles off Portugal on June 29 by a Spanish steamship and landed at Cadiz, according to officers of the Spanish ship, which arrived here to-day.

The officers said that on the same date they also picked up the crew of the Norwegian steamship *Benguela*, previously reported by her crew on reaching Copenhagen, as having been captured by the submarine and put into use as a U-boat sea base.

The officers of the Spanish ship added that on the same day, and two hours previous to picking up the crew of the Norwegian ship, they were themselves stopped by a German submarine. A small boat from the U-boat carrying an under officer came aboard. Their wireless apparatus was put out of commission and a careful examination was made of the ship's papers before she was allowed to proceed.

—Boston, Mass., August 13.—The Nantucket South Shoal Lightship, most isolated of all the beacons on the North Atlantic Coast, lost both of her wireless masts in the storm of Friday morning

and is now out of communication with shore, according to word brought here to-day by a fishing schooner.

—Washington, Aug. 15.—Five American passengers were lost when the American steamer *City of Athens* struck a mine and went down near Cape Town, South Africa, on August 10, according to day's State Department dispatches. Ten other passengers and four of the crew also were lost. The dispatches say four of the Americans were missionaries, and named Mr. and Mrs. Magyard, Miss Robinson and Caroline Thompson. The latter is of the Methodist Mission Board; a Mr. Pointer of this mission was saved. Nineteen other missionaries of an organization with headquarters in Brooklyn, N. Y., were saved.

—London, Aug. 14.—A German submarine of the largest and latest type has been towed into Zeebrugge, Belgium, by two torpedo boats. The submarine is reported to have been rammed in the North Sea and damaged severely, resulting in the loss of three of the crew.

—London, Aug. 14.—A British destroyer has been sunk by a mine in the North Sea. The captain, two officers and 43 men were saved.

It was announced to-day in the House of Commons that 9,748 lives were lost on British merchantmen from the opening of the war to June 30, 1917, as a result of enemy action. Of these 3,828 were passengers, the remainder being officers or seamen.

—Melbourne, Australia, August 14.—The navy office states that the British *Matunga*, of Sydney, 1,618 tons gross, from Brisbane, sent a wireless message on August 5, saying she expected to reach her next port of call on August 7, but that she has not been heard of since. All search for her has been vain.

—London, Aug. 14.—According to a dispatch to the Exchange Telegraph from Copenhagen, announcement is made by the Norwegian foreign office that the Norwegian steamer *Falkland* has been sunk in the North Sea. Ten persons were killed.

The steamer *Capella* was also sunk. The crew was saved.

The *Falkland* displaced 4,877 tons gross and was built at Glasgow in 1887. The vessel was owned by a Christiania company.

Available shipping records give a steamer *Capella* as being 877 tons gross, built at Bergen in 1885. She was owned by a firm in Sandford.

—London, Aug. 15.—A falling off in British tonnage sunk last week by mines or submarines is indicated in the weekly Admiralty statement, made public to-night. Fourteen vessels of 1,600 tons and over went to the bottom as against twenty-one the previous week. Two vessels of less than 1,600 tons were sunk last week, the same number reported the previous week. Three fishing boats met with disaster last week.

The Admiralty statement follows: "Arrivals of all nationalities, 2,756; sailings, 2,666."

"British merchantmen sunk by mines or submarines over 1,600 tons, including one previously, 14; under 1,600 tons, including one previously, two."

"British merchantmen unsuccessfully attacked, including five previously, 13."

"British fishermen sunk, three."

These figures show the smallest loss of British ships since the summary was first published for the week ending March 4.

—Washington, Aug. 15.—The Navy Department to-night announced that it had received word in connection with its report of the sinking by a German submarine of the Standard Oil tanker *Campana*, flying the American flag, that the merchant captain and four members of the naval guard on the vessel probably were taken prisoners by the submarine.

The Navy Department's announcement regarding the loss of the *Campana* reads: "The Standard Oil tanker *Campana*, an American steamer, was sunk by a submarine on the morning of Aug. 6, 143 miles west of the de Ré. Forty-seven survivors reached land in safety. It is believed that the captain of the steamer and four of the armed guard are prisoners on the submarine."

—Greece Definitely at War

London, Aug. 13.—In reply to a question in the House of Commons to-day Foreign Secretary Balfour said Greece was now definitely at war with Germany, Austria, Turkey, and Bulgaria.

In a statement at the time of the resumption of the Greek Parliament last month Premier Venizelos said Greece was in the war with the Entente. No formal declaration to this effect was considered necessary, the Venizelos Government established at Salonika before the deposition of King Constantine having declared war and placed troops in the field.

Britain in twelve months will have to import five months' supplies, according to the statement by Kennedy Jones, director general of food economy, Great Britain. His calculation included the cereals at present on hand, the rice of submarine warfare, the new tonnage to be available, and the result of the campaign to eliminate food waste. Canada and the United States are looked for the five months' supplies necessary to be imported.

FATE AT LAST FALLS ON SERBIAN RULERS' SLAYERS

Corfu, Island of Corfu, July 10.—Fate has at last fallen on that band of military regicides who, some fifteen years ago, broke into the royal palace at Belgrade at night, and assassinated King Alexander and the Serbian Queen Draga. Three high officers have recently been shot after military court-martial. Three more are awaiting death sentence, seven officers, including a general, have received life sentences, and some thirty officers have received lesser sentences of from one to five years.

But while the outside world was shocked, the band of assassins enjoyed at home a certain immunity, and even glory, for having rid the country of a dissolute ruler and his plebeian gypsy queen, for the name of Draga had been well known in the concert halls of Etnola before she had the luck to win a King and crown. The plain people of Serbia, who are simple and honest, revolted at the crime. But the army clique, which carried out the murders, carried the upper classes with them, and by terrorizing and intrigue became one of the dominant forces of Serbia.

King Peter felt the incubus of this murder clique through the early years of his reign. He abhorred the crime, and had nothing to do with it. And yet the return of his family dynasty to power, and his kingship after years of waiting in exile, were dependent to some extent on the work of this army clique. While condemning their action, the King tolerated them, the policy being to draw a veil over the crime and let it be forgotten. As a result, little has been heard of the crime in recent years. England sent back her Minister, and the Balkan wars gave Peter a firm hold on his people.

MURDER CLIQUE HELD SWAY

All this time, however, the murder clique had been working. It was so powerful in the army councils that all officers who disapproved the crime were retired from active service and placed in the reserve. This went on for years, with the murder clique occupying the chief commands, and all others excluded from service or advancement.

But all this changed about a year ago when the vigorous young Prince Alexander became Regent, owing to the age of King Peter and his infirmity from his terrible exposure to the gas before the German-Bulgarian invasion of Serbia. One of Alexander's first acts was to restore to active service the great number of officers retired and disqualified by the murder clique. He declared that all army appointments and advancements would be impartial, without regard to the old line drawn between cliques.

The regicide element deeply resented this. They appealed to Alexander, even suggesting that his royal power resulted from their act. When Alexander was firm, the clique revived the war words of the former minister, "Union or Death." This time their designs were aimed at the Prince Regent, and a plot to assassinate him was to have been carried out on August 23 last. Fortunately the plot was discovered, and wholesale arrests followed of all those officers who had so long enjoyed immunity and power by reason of the murder of Alexander and Draga.

More than forty high officers were gathered in the pet. Their trial by military court-martial has been proceeding for months. Those condemned to death include Cols. Dimitritovich, Milanovich, Toutzovitch, Lazitch, Lieut-Col. Vessitch, and Commander Vulevitch. Gen. Propoyitch heads the list of those condemned to life imprisonment. The others are colonels and captains who have been high in power until now. In the list are most of the band who carried out the murder of Alexander and Queen Draga fifteen years ago.

And thus after years of waiting, the European war has brought changes resulting in retribution for the murder clique responsible for the historic execution of the Abranovich dynasty—Correspondence of the Associated Press.

LEAK TO GERMANY FOUND

New York, Aug. 10.—Six members of a Belgian relief ship crew were arrested here to-day with three other men on charges of smuggling rubber and platinum into Germany by way of Holland and Belgium.

All nine of the prisoners are said to be Belgian citizens, and their arrest, the police said, is the culmination of a year's search for the underground route by which it is believed Germany has been able to get weekly an estimated \$25,000 worth of merchandise surreptitiously from U. S. Atlantic ports.

Sir William Hearst, Premier of Ontario, fears that shortage of food supplies will hinder the Allies in winning the war. "We must look calmly and fearlessly at the present situation. Unless there is greater thrift, economy and conservation of food, there will be a shortage of supplies to Great Britain and her Allies that will hinder her chances of winning the war," said Premier Hearst.

Minard's Lintment Relieves Neuralgia.

GOLF CLUB EXPENDITURE HIGHER THAN NECESSARY

THE cost of constructing and maintaining golf and country club grounds is usually a great deal higher than necessary. This work, to be carried out economically and successfully, must be done systematically, according to definite, pre-arranged plans. There must necessarily be a certain amount of expenditure in the beginning to determine what treatment any links needs, but, if careful account is kept of all work done and all results obtained, a settled policy can soon be adopted, which will always give good results. The more usual reasons for excessive expense are:

Faulty design; inefficient, unsystematic construction work; the failure to keep records of work done and results obtained; the experimentation of inexperienced but well-meaning green committees and individuals; the constantly changing personnel of green committees, which prevents the adoption of any regular, systematic treatment of the course, and, particularly, the failure to secure his services, the architect who has designed the course should be retained to superintend its construction, and after its completion, act as a permanent added member of the club's green committee, in the capacity of adviser on all questions of ground maintenance.

The poorer a club the further must it make its money go, and the less it can afford to do its work properly.

IMPROPERLY DESIGNED COURSES

Enormous waste is attendant on the building of an improperly designed course, for much of the work will necessarily have to be undone, sometimes at great cost. A course may, however, be designed to be an excellent test of golf, and yet be laid out in such a manner that the cost of construction will be greater than if some other equally effective design were adopted. A course effectively and economically designed may by inefficient construction work be made needlessly expensive. Here are a few suggestions for economical design, construction, and maintenance:

General design.—Should utilize natural features as much as possible, thereby reducing the number of artificial features to be constructed. Should call for the least amount of timber and brush clearing and swamp reclamation possible. Stables and pumping station should be given a central position.

General construction.—Work should be planned so as to call for shortest haul from places of excess excavation to places of excess fill. Debris collected in clearing ground can be used in cores of cope and mounds. There should be as little re-handling of material as possible. Bunkering system should be built when course is constructed, not afterward. Labor-saving machinery can be economically used if the magnitude of the work warrants.

CONSTRUCTION OF HAZARDS

Design and construction of hazards.—In each hazard, whenever possible, the amount of cut should equal the amount of fill. Bunkers should be designed with an eye to ease of drainage. Where sand is scarce and expensive, bunkers which call for the least amount of sand should be built. All mounds of loose earth should be well tramped down before they are sodded or they will shrink and the sods peel off. Spots hard to drain can frequently be converted into water hazards and used in connection with the irrigation system, the water pumped from being softer and warmer than well water.

In seeding, weeding, and fertilizing use the best seed and fertilizers attainable. Seed thickly so as to establish weed-resistant turf as quickly as possible. Don't let the weeds get a start, get after them energetically in the beginning and the turf, once formed, will need but little assistance later on. Fertilize liberally, but not to excess. Systematic experimentation will show what fertilizer is best. Each course is a separate problem in this respect.

Here is a list of general hints which any green committee may be wise to consider: Straight holes are not usually so interesting as crooked ones, and do not lend themselves so readily to effective bunkering. If you have any high ground on the course try and arrange for a green and a tee to be placed there. Scenery may be a very bad substitute for golf, but they run well in double harness. Beauty of construction goes a long way toward the enjoyment of the game. If you doubt it, play over a perfectly plain course, and then over one that is equally beautiful, but is artistically laid out. See which one you like better. In drive and pitch holes the green should always be jealously guarded, but not too large. Make it extremely difficult for a person who has made a bad drive to find the green with his second. The more diffi-

cult, the approach the greater the joy when you get there.

Don't hesitate to make daring experiments—anything to avoid monotony. One's most pleasing recollections are often of holes bordering on the eccentric. Get out of the rut of commonplace at all hazards, but an abnormal hole must always be artistic. Think of the holes on various courses that linger in the mind. They are all difficult, especially in the approach, and always full of character. This is the type of hole worth producing. —New York Evening Post.

FINE JOB FOR TEETOTALER

I met Lord Shaw in the House of Commons lobby last evening, where he was greeted by many old friends. He is engaged on the inquiry into the liquor trade, being chairman of the Scottish Commission, which has already commenced its sittings. The task which Lord Shaw has assumed is by no means an enviable one, but a wagish ex-member professed to see in his appointment a matter for felicitation. He shook the Scottish Law Lord warmly by the hand. "Shaw," he said, "I congratulate you!" "Why?" asked the unsuspecting peer (who is, of course, a confirmed teetotaler). "Ah, man, there'll be so many tastings," was the reply. —Pall Mall Gazette.

The Food Controllers of Canada and the United States will work in mutual harmony and understanding. Hon. W. J. Hanna, the Canadian Food Controller, and Mr. Herbert Hoover have known each other for some years.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Extension and Repairs Negro Point Breakwater, St. John Harbor, N. B." will be received at this office until 4 p. m., on Friday, Aug. 31, 1917, for the construction of an extension of and repairs to the Negro Point Breakwater, St. John Harbor, St. John County, N. B.

Plans and forms of contract can be seen and specification and forms of tender accepted at this Department and at the offices of the District Engineers at St. John, N. B.; Halifax, N. S.; Shagbushy Building, Montreal, P. Q., and Equity Building, Toronto, Ont.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given. Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honorable the Minister of Public Works, equal five per cent (5%) of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender. Note.—Blue prints can be obtained at the Department of Public Works by depositing an accepted bank cheque for the sum of \$50, made payable to the order of the Honorable the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order
R. C. DESROCHERS,
Secretary,
Department of Public Works,
Ottawa, July 30, 1917.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

School Book Notice

Pursuant to the provisions of an Order-in-Council, the Government School Book Business has been placed on a cash basis in lieu of the Vendorship system, which has not been satisfactory.

A discount of 15 per cent. on the selling price of the books will be allowed to the dealer. Freight will be paid to the nearest Railway Station by the Department, only on orders amounting to \$5.00 and over. All remittances must be made to the Superintendent of the School Book Department and only by Post Office Order, Express Money Order, or Cash by Registered letter. No order less than \$5.00 will be received.

The present Vendors can return the book in their possession, or, if they wish to retain them, will be allowed a reasonable time to settle for same. The following are the prices of books sold by the Department, and the prices at which they are to be sold by Dealers:

Copy Books—Nos. 1, 2, 3, 4, 5 3c.
History—England and Canada 20c.
French Readers, No. 1 12c.
No. 2 18c.
No. 3 23c.
No. 4 25c.
French Grammar 30c.
French History 45c.
Auger's Drawing Books, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 15c.
Practical Spellers 15c.

A. D. Thomas, SUPT. SCHOOL BOOK DEPARTMENT, Fredericton, N. B., August 2nd, 1917.

Our Store is Remarkably Free From Flies.

Does This Mean Anything To You?

H. J. Burton & Co.

Groceries, Fruits, Bread, Summer Drinks.

H. O'NEILL UP-TO-DATE MARKET



Dealer in Meats, Groceries, Provisions, Vegetables, Fruits, Etc.

ST. ANDREWS, N. B.

THE TOILET

SPONGES All Shapes and Sizes. Soft and Tough.

SOAPS THE FINEST OF EVERY Description.

BRUSHES Nail, Hair, Flesh and Tooth. All of the finest quality of material. Prices very low considering.

Preparations for the teeth, skin and hair. Everything for the Bath and Toilet.

We invite you to make this YOUR Drug Store.

ST. ANDREWS DRUG STORE

COCKBURN BROS., Props. Cor. Water and King Streets

STICKNEY'S Wedgwood Store

ESTABLISHED 1844
is showing a fine collection of Copeland Spode. A large variety in Aynsley China. Complete line in Queen Mary China. Royal Corona plates, bowls, jugs, with the Kitties decoration.

G. HAROLD STICKNEY DIRECT IMPORTER AND RETAILER

A. E. O'NEILL'S

FOR MILLINERY

AND FANCY GOODS

Water St. ST. ANDREWS

STINSON'S CAFE AND BOWLING ALLEY

LUNCHES SERVED AT A MOMENT'S NOTICE

ICE CREAM

A Fresh Supply of Confectionery, Soft Drinks, Oranges, Grapes, Cigars and Tobacco always on hand

IRA STINSON ST. ANDREWS

Try a Beacon Adv.