

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY JULY 19, 1915

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ST. JOHN, N. B., JULY 19, 1915.

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THE LUSITANIA.

Lord Mersey, a man of much experience in determining the cause of and fixing the blame for disasters at sea, finds, after investigating the sinking of the Lusitania, that Germany alone is to blame. Torpedoes from a German submarine, his judgment reads, sent the great liner to the bottom off the Irish coast, and alone caused the loss of more than a thousand lives. His Lordship was chief investigator of the loss of the Titanic and the Empress of Ireland, and has presided at many other inquiries as well, and none may safely challenge his qualifications or lightly seek to upset his findings.

In plain language he determines, after the evidence after an exhaustive inquiry, that the German submarine alone is to blame and he expresses the belief that the intent was not only to destroy the great vessel but also deliberately to cause the death of all on board on that fateful voyage. Exonerates the owners of the Lusitania—the Cunard Company—and also of Captain Turner, commander of the vessel, from part of his Lordship's findings. This will have an important bearing on the financial aspect of the matter and will lessen the likelihood of suits for damages against the owners by relatives of those who met death when the ship went down. They will probably think well before going into court. This phase of the judgment, no doubt, causes dissatisfaction among relatives of the victims, for there was evidence in some quarters that the vessel was not driven at full speed through the danger zone. But this phase of the case, while important to those directly interested, is lost sight of in the big news of the main finding. Germany deliberately murdered neutrals as well as citizens of a belligerent nation when one of her pirate craft sent the Lusitania to the bottom of the Atlantic. The finding comes at a time when Germany still is procrastinating in the matter of responsibility to the United States for loss of lives of citizens of the latter country. Another note to the Kaiser and his advisors in preparation at Washington. If there is lacking anything of determination on the part of President Wilson to bring Germany to a sharp and definite accounting, Lord Mersey's finding should supply it.

ANOTHER ONE.

Another Canadianer, the Orduna, has been attacked by a German submarine. Again, as in the Lusitania case, there were Americans aboard. Not a sign of warning was given but, as most of the passengers lay sleeping in the early morning hours, a torpedo was launched at the steamer as she neared the coast of Ireland. Fortunately it missed its mark. Then the under sea craft rose and began throwing shells. The speed of the steamer saved her from damage, but that does not detract from the seriousness of the situation as it will be viewed by the nations. What will President Wilson and his cabinet do now? Will they not see that Germany is but toying with them? The time for notes is rapidly passing. Action is demanded.

THE HORSELESS CARRIAGE.

The inventor is a sanguine person. Without his hope in the outcome of his efforts and faith in the principles he applies there would be lacking the incentive to that persistent labor which characterizes the production of something new in the world of mechanics. But did the maker of the first automobile, with all the inventor's belief in the child of his brains and hands, ever dream that the horseless carriage would attain the place it occupies in the world of 1915? Hardly so.

We are led into this train of thought by the publication of some figures of the number of automobiles in use in the United States at a recent reckoning. The astounding total is 1,098,001. Make allowance for the time that has since passed and say a round two millions.

Of these numbers, 1,000,001 were pleasure cars, leaving something below 200,000 for business, hospital, civil and other uses besides gratification of one's wishes for amusement. The figures given are of those actually registered and licensed and in use. And there are many other countries besides the United States.

Predictions that the new travel mode would not become popular soon were proven incorrect and the automobile is here to stay until something better supersedes it. Of course there have been marked improvements over the first model while, with enlarged production—also increasing competition—has come reduction in prices, a very salient factor in the popularizing of anything. St. John is keeping pace with other cities in the matter of use of the speedy car, both for pleasure and in business, and this city can muster a very respectable total of automobiles.

In the war the gasoline driven car has proven an important part of army equipment, notably in the humanitarian task of the Red Cross and field hospitals, while it also is a speedy agent in the carrying of despatches and in the movements of officers on important missions. Truly the inventor's reading of the crystal must have disclosed to him a wide field in which this output of his

skilled hands would find use if he fore saw even a small portion of the success that was to attend upon his work.

How many men who should be in khaki are wearing yachting suits?

Have the young men now in Canada less courage than those who have gone to the front?

Recruiting is too slow in the maritime provinces, Quebec and Ontario. This is Canada's war. Where are Canada's men?

The signs point to Roumania being forced into the war ere long. Bulgaria and Turkey are glaring at each other. The Greeks are stirring and Sweden is mentioned as a possible belligerent.

News of the death of Rev. Dr. Lindsay Parker will cause deep regret when it reaches the yachtsmen now on the R. K. Y. C. cruise. He was for several years the revered chaplain of the club.

If the people of these provinces could all visit Valcartier, and catch the spirit of the men under canvas there and chafing to be off to the front, there would be less difficulty in getting recruits.

By vicious attacks upon Sir Wilfrid Laurier the Standard, in its own way, is "doing its bit" to unite Canadians and stimulate them to forget everything but the common duty and the common danger.

A tremendous battle between the Russian and Austro-German armies is said to be now pending. The Russians are still unbeaten, though forced back in some portions of a front that is a thousand miles long.

The Standard says it was the Liberal government in Manitoba that brought on the elections. Does the matter rest back farther than the coming of the Liberals into power? Shameful abuse of the trust reposed in the Roblin Conservative government is the real reason why an appeal to the people is necessary now.

RECENT DEATHS.

Rev. Dr. Parker.

Rev. Lindsay Parker, Ph. D., for many years a prominent clergyman in New York and its vicinity, died unexpectedly here on Saturday night at his home, 202 King street east. For many years he had spent his vacation here, and his interest in yachting lured him each season for the cruise on the river. He became chaplain of the R. K. Y. C. and in this charge became esteemed by all the members. Many here as well as elsewhere will be grieved at his death.

Dr. Parker was born in 1846 in Dublin, Ireland. After concluding his theological studies at the Methodist College, Belfast, he came to America in 1872. In the succeeding years he held various important charges, the most important being the rectory of St. Peter's Church, Brooklyn, N. Y. He was compelled to resign from this in 1910 on account of a nervous breakdown. He visited several sanitariums and also traveled on the continent in an effort to restore his health. Finally he was compelled to give up and he came to St. John in 1910 to spend the rest of his days near his daughter. He was confined to his home most of the five years and during the last two he was bed-ridden. Dr. Parker leaves his wife, Mrs. Frances Reed of Connecticut, one daughter, Mrs. J. M. Robinson, and one son, L. R. Parker of Toronto. He leaves also one sister, Mrs. Lucy Carroll of Belfast, Ireland.

The funeral will take place on Tuesday afternoon from Trinity church.

The dwelling house of Lot Kelly, at Cole's Island, Q. C., was destroyed by fire last Thursday. The owner resided alone in the lower flat, and when search was made for him he was found dead in a hut close by. He was about eighty years of age and it is thought that weakness and suffocation killed him. He is survived by his wife, who was away at the time of the fire, and one son and one daughter.

Mrs. Frances K. widow of H. S. Parley, died at her home in Smith's Creek, N. B., on Sunday morning. She is survived by one daughter, Caroline, at home, and two sons, M. H., barrister, in Hampton, and Harvey R., at home.

Mrs. James G. Titus died at her home in Titusville on July 8. She is survived by her husband, one son, E. G. Titus, of Passaic, two daughters, Mrs. I. D. Pearson, of Lower Millstream, and Mrs. A. M. Ford, of Titusville, also one brother and three sisters.

George Smith, a well known resident of Fredericton, died on Sunday morning after a short illness. He was eighty-four years of age. R. S. Baker, of Fredericton, is a cousin and the only surviving relative. The body was taken to Moncton for interment.

Ingersoll Cheese is good for sandwiches. Spread like butter. Keeps moist and fresh.

A minister of a rural parish in Scotland found one of his flock shooting a hare on the Sabbath, and remonstrated with him. "Macpherson, do you know what a work of necessity is?"

"I do," replied Macpherson.

"Well, do you think shooting a hare on Sunday a work of necessity?"

"It is that," said the parishioner.

"How do you make that out?"

"Well, ye see, meenister, it might nae be oot on Monday."

When giving sticky medicines to children, dip the spoon in boiling water, then take up the medicine, and it will leave the spoon easily.

LIGHTER VEIN.

"What business are you in?"

"The film business."

"Do you manufacture ladies' garments or moving pictures?"—Louisville Courier-Journal.

Employe.—Sir, I would respectfully ask you for an increase of salary; I have got married lately.

Manager of Works.—Very sorry, Honorable, I can be of no assistance to you. The company is not responsible for any accident that happens to its employees when off duty.—Birmingham Age-Herald.

Have women the strength of mind to conduct themselves in politics like men? Could a woman like Caesar, have refused a crown?"

"I think so," said the lady addressed.

"Of course she might have tried it on, just to see if it was a fit."

"Mam," said the tattered and torn applicant to the benevolent lady who answered his timid rap at the door, "have you any old clothes you can spare for an unfortunate victim of the European war?"

"I think I have, my poor man, but how does this happen? You cannot have been in this war, surely?"

"No, madam," humbly replied the sufferer, "but my wife has sent all my clothing to the Belgians"—Harrisburg Star-Independent.

An artist and his wife were entertaining some friends to tea in the studio. The host's picture, which had recently been "hung," was the topic of conversation. Said one lady: "Mr. Vandike, yours was the only picture that I looked at in the exhibition."

Vandike bowed and smiled delightedly.

"Believe me, madam," he said, "I appreciate the honor."

But she gave a little start of perplexity.

"Honor?" she said. "The others, you know, were so surrounded by the crowd."—Tit Bits.

The Sunday school teacher was talking to her pupils on patience. She explained her topic carefully, and, as an aid to understanding, she gave each pupil a card bearing the picture of a boy belching.

"Even pleasure," she said, "requires the exercise of patience. See the boy belching; he must sit and wait and wait. He must be patient."

Having treated the subject very fully, she began the simplest, most practical question:—

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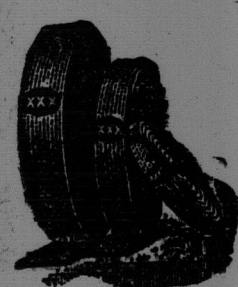
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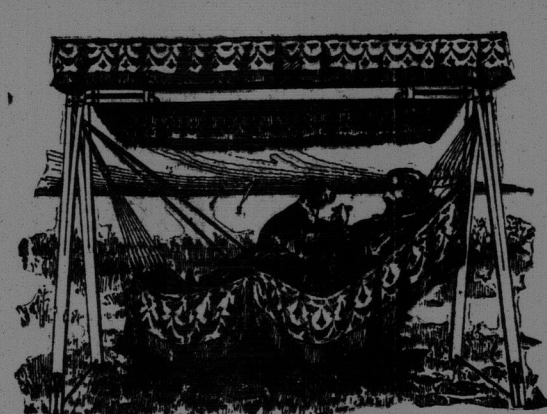
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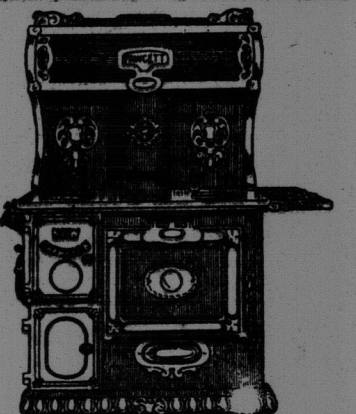
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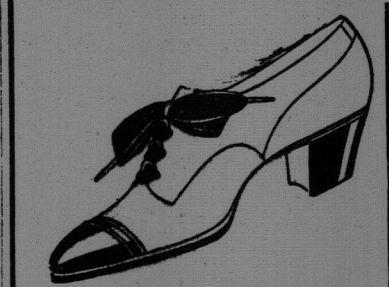
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FORCE OF DROPS OF WATER

It seems almost incredible that so small a thing as a drop of rain should injure the propeller of an aeroplane, but such is the case. At so great a speed does the propeller revolve—1,200 revolutions a minute as a matter of fact—that a rain drop hits it with such enormous force as to chip a piece of the wood away. Some idea of the hardships entailed by flying through the rain at sixty miles an hour may be gathered from the fact that an aviator who recently went through such an experience, alighted with the edge of the propeller fretted as though it had been gnawed by rats. The rain drops had chipped pieces out of the blades and also bruised the aviator's face, owing to the force with which they hit against his flesh.—London Spectator.

PAY OF INTERNEED SEAFARERS

Judgment in Important Case Growing Out of the War

In a recent test case of Mrs. Beal, the wife of an interned merchant officer, who is a member of the Imperial Merchant Service Guild, versus F. W. Horlock, owner of the steamer "Corolla Horlock," which was seized by the Germans on the outbreak of the war, Mr. Justice Rolatt of England decided in favor of the claimant in respect to her being entitled to pay on her husband's allotment note. The shipowners have now decided to appeal against this judgment and the Imperial Merchant Service Guild have, therefore, instructed their solicitors to act on behalf of Mrs. Beal with a view to upholding the judgment. This case is one of much importance and the ultimate decision is eagerly awaited by merchant seafarers. Although it is one dealing with the position of an interned merchant officer, nevertheless it will govern that of all interned seafarers in Germany.

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