

GERMAN SWORD MUST BE BROKEN BEYOND REPAIR

BRITISH OFFICERS PUNTED FOOTBALLS INTO BATTLE AS MEN ATTACK CONTALMAISON

Two of Them Score Touchdowns But Other Two Met Death Before Reaching Their Goal

New York Man, Just Back From Battlefront, An Eye-witness of Beginning of the Great British Offensive.

New York, July 25.—Tales of daring and danger, of romance and war, were brought to New York city yesterday by passengers on board the Lafayette, of the French line.

The large French steamer was long overdue. She steamed from Bordeaux on Saturday, July 8, and when sixty miles from that port, in the Gironde estuary, she was in collision with the steamship Wilfred, a Norwegian vessel, carrying coal from Cardiff. Passengers said that although the accident occurred about two o'clock in the morning there was no excitement. Seven plates on the Lafayette's port bow were ripped out and she put back to Bordeaux, where it took a week to make repairs. The passengers remained on board and found amusement by taking side trips from Bordeaux while the repairs were being made.

Romance lurked in the persons of Dr. McCarthy and Miss Edythe McCabe, of Boston. When she was a small girl in short dresses and he a lad in knickerbockers they knew each other in Boston. His studies in medicine and hers in nursing separated them. When the war began they each volunteered for work in the American Ambulance in Paris, and they met again after many years at the bedside of a badly wounded French soldier. The wedding, it is said, will take place in Boston some time today. "We would have been married in France," she said, "but I wanted a real 'at home' wedding, so we are here for it." They expect to return to Paris after a honeymoon of a month in this country.

Helping Crippled Soldiers.

No less interesting than these passengers, but telling a story in direct contrast to the happy one they had to announce to their friends, was Mr. B. J. Shoninger. He was formerly president of the American Chamber of Commerce in Paris and now is president of the Union des Colonies Etrangères, an organization whose aim is to teach crippled and maimed soldiers trades and to so fit them for earning their own living. The commercial and social organizations abroad, as well as the Allies, are behind the movement. Mr. Shoninger said. While he is here primarily on a business trip, Mr. Shoninger said that he might deliver brief talks on the subject of how Americans can aid in this work.

"We consider this work most important," he said. "It not only will relieve thousands of men from the stigma of dependency, but it will give them an occupation and happiness. He said they want to find the badly maimed soldiers before a taste for idleness comes over them.

"Approximately forty per cent, of the wounded men being cared for in the Grand Palace are so badly maimed that they cannot go back into the service," Mr. Shoninger said. "We take these men and teach them useful trades. If a man is a farmer and has lost a leg we see that he gets a leg that will act as a substitute for the lost one and enable him to pursue his original occupation. Recently we had a wounded Algerian tailor in our school. His right arm and leg had been terribly mangled by a shell. He would have been a burden on the com-

HURLS CHARGE OF CRUELTY AT GOVERNMENT

Timothy Healy Blames Home Secretary for the Sinn Fein Trouble in Ireland.

London, July 26.—An exciting scene, indicative of the strong feeling which prevails among the Irish members, took place in the House of Commons tonight, when Timothy Healy charged the government with arresting 2,000 innocent persons in the course of the Irish rebellion, and treating them with a cruelty and ferocity which ever Germany has not shown in Belgium. The home secretary, he added, by his administration, had started the Sinn Fein organization in Ireland, and therefore was father of the movement.

The speaker then called Healy to order for irrelevance, but did not refuse the request of Herbert L. Samuel, the home secretary, for permission to reply to the charges made by Healy. Secretary Samuel characterized Healy's charges as utterly unfounded, and denied vigorously that prisoners had been ill-treated or placed in solitary confinement, as alleged. The home secretary said he would leave the house to judge the value of Healy's allegations.

GERMAN LIE IS DENIED

British Admiralty Refutes Berlin Story of Successful Attack on Dreadnought.

London, July 26, by wireless to Sayville.—A German submarine attacked a British dreadnought off the Orkney Islands on July 20 and obtained two hits with torpedoes, the German admiralty announced today. The admiralty statement says:

"A German submarine on July 20, off the British naval base of Scapa Flow, Orkney Islands, attacked a British dreadnought and obtained two torpedo hits."

London, July 26.—With reference to the German statement that a submarine had torpedoed a British dreadnought off the Orkney Islands July 20, Healy's admiralty stated that the actual facts were as follows:

"A small auxiliary of the north of Scotland was attacked by an enemy submarine on the date mentioned. She was not hit."

THE COMMITTEE ON CHURCH UNION MEETS

Toronto, July 26.—The committee on church union appointed at the meeting of the General Assembly of the Presbyterian church in Canada in Winnipeg, held its first session in the Board of Trade rooms today. The question of closer co-operation with the negotiating churches in the matter of mission work and the status of union churches was fully discussed.

ALLES MUST FIGHT UNTIL IT IS IMPOSSIBLE FOR FOE TO REVIVE THE CONFLICT

Great Britain's Unity Impressive Lord Derby Says, all working in Harmony for Victory—Voluntary Forces have Proved Equal to Best Conscript Armies.

London, July 26.—Lord Derby, now under-secretary for war, in an interview today with American correspondents, whom he welcomed in his new capacity, said: "I want you to impress upon the American people, our determination to destroy the efforts of Germany to dominate the world. The fighting now is terrible, so awful that not a man actually in it—ourselves as well as the Germans—ever wants another. But we must push victory until we make it impossible for the German rulers to revive the conflict."

"The unity of the nation has become impressive. It extends to every circle. No one could have told me three years ago that I would be working in the same office with Lloyd George, but here we are using our utmost efforts, in perfect harmony, to do our part to win the war."

"Even the Irish situation, lamentable as it is, merely forms a domestic problem. The unfortunate aspect is that neutrals may think it indicates disunion in our prosecution of the war but a study of the speeches of both sides to the controversy shows they have not changed a hair in their opinion that the war must be prosecuted with the utmost vigor."

"The military situation is satisfactory. I am not in a position to give you details of the actual operations, but I can tell you that on a recent visit I found every one at the front exceedingly cheerful, and fully convinced that we were started on the straight road to victory."

"The war may be long or short. Any man venturing to prophesy the length of the war is foolish, but I am convinced that ultimate victory will be ours, without question. Our voluntary armies have proved equal to the best conscript armies. In saying this I do not mean to understate the efficiency of our discipline, but it is difficult to equal the spirit of volunteers."

"Not only the work of the infantry, but the even more surprisingly good showing of our artillery proves that the country spirit leads the troops to acquire knowledge in a few months which standing armies take years to gain."

"Of course my chief interest lies in the men of my own country, whom I found fighting like veterans, although most of them were in factories a few months ago. But it is impossible to distinguish between countries, as all are fighting so splendidly."

"We have no desire to partition Germany. Some of our colonies may insist upon the retention of the German colonies, but that is not what we are in the war for. We want to prevent future wars, and we want the United States with us in this, not for this war, but hereafter."

"You ask how far the present offensive expects to go. I don't know, but personally I want it to go as far as Berlin."

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CHARGE WITHDRAWN, PRISONER RELEASED

Special to The Standard. St. Stephen, July 26.—The examination of Ralph Mitchell, arrested in connection with the death of Vernoid Fraser, the Maine Central fireman, whose body was found in the St. Croix river about a month ago, charged with assault upon Fraser, was held today before police magistrate Hiltz in Milltown. A large number of witnesses were examined but nothing of importance or that tended to throw light on the matter was developed and by direction of N. M. Mills, who acted as the Attorney General, the complaint was withdrawn and the prisoner liberated.

SENDS MUNITIONS BOARD CHECK FOR

SUM OF \$758,248

Special to The Standard. Ottawa, July 26.—Mr. J. W. Flavelle, chairman of the Imperial Munitions Board, today received a check for \$758,248 from Mr. Frank Baillie, president of the Canadian Cartridge Co., of Hamilton, to be used for war expenditures.

This is probably the largest single contribution which has been made in Canada in support of the Imperial or Canadian treasurers in behalf of war expenditures. The check is the result of an agreement Mr. Baillie made with M. D. A. Thomas representing the Minister of Munitions, a year ago, to return the profits on a million order for 18-pounder cartridge cases.

STEAMER FOR GERMANY WITH IRON ORE SUNK

Bound from Port in Sweden, and Sunk North of Arcona, Rugen Island—Captain and 3 of Crew Drown.

London, July 26.—A Stettin despatch to Reuters says that the German steamer Nordery, 5,497 tons, bound from Sweden for Germany and laden with iron ore, has been sunk north of Arcona, Rugen Island. The captain and three of the crew were drowned.

St. John's, Nfld., July 25.—The steamship Matatus with a cargo of deals from Campbellton and Quebec went ashore near Cape Race on Saturday last and has become a total wreck. Her cargo consisted of 2,564 standards of deals and she was chartered by H. R. Goodday of Quebec. She was bound to London.

It will be remembered that the Matatus was the ship which last winter caught fire at No. 3 berth, West St. John, and sank. After her cargo had been discharged she went to Halifax where she received repairs and then sailed for Campbellton and Quebec for her cargo of deals. During the fire at West St. John her captain was burned to death.

Perth, N. B., July 24.—J. W. McPhail has returned after a trip to Valcartier. Mrs. E. Gaunce and daughter, Miss Laura, of Riley Brook, were visiting friends here recently.

A. M. Bird and family spent Sunday with Mrs. Bird's sister, Mrs. Craik, at Aroostook Junction.

Miss Garter, of Boston, is paying a visit to her uncle and aunt, Mr. and Mrs. A. G. Garter, of this place.

Mr. and Mrs. Harold Black and baby, of Boston, are guests of Mr. Black's sister, Mrs. F. D. Sadler.

Willard Fulton, of New York, is spending his vacation with relatives and friends here.

GERMANY ADDS TO CONTRABAND LIST.

Berlin, July 26, via London.—The government today publishes a revision of the prize court regulations, made in retaliation for departures by the Entente Allies from the London Declaration. The revision extends the absolute contraband list to many articles which previously had not been considered contraband.

WINS SUIT FOR INJURIES.

London, July 26.—(Montreal Gazette cable)—John Gray of Ottawa, discharged after being wounded, successfully claimed \$250 yesterday against a Folkestone councillor for damages in a collision with a car.

THE ACTING SUB ON A DESTROYER

(By "Taffrail" in the London Daily Mail.)

He was a very young officer indeed when the powers that be first gladdened his heart and ruined his clothes by sending him to a destroyer. A mere sub-lieutenant with "acting" after his name, which, as any proper "sub" will tell you, is a sign of extreme juniority. Moreover, the single article of his uniform jacket was still suspiciously new and terribly untrashed.

Not so very long ago he had been in a "snotty" (midshipman) in a battleship, a mere "dog's body," who had to obey the orders of almost every officer on the ship except those few who happened to be junior to him. It is true that he exercised his authority and a severe discipline on those midshipmen who had the misfortune to be a year or so younger than himself, and that he expressed a lordly contempt for the assistant clerk. But he lived in the gun-room, slept in a hammock, kept all his worldly possessions in a sea-chest, and bathed and dressed in the company of fifteen other boisterous young gentlemen.

But Always Busy.

Then he had his watches to keep at hand, his beat to run in harbor, while his spare time was fully employed in mastering the subtleties of gunnery, torpedo work, and electricity, and in rubbing up his rapidly dwindling knowledge of engineering. He was almost every officer self most on top of her, and had to put the helm over and sheer out of line to avoid a collision. At the same time he reduced speed to drop back into station. Sometimes he reduced speed to the extent of a knot, and when the next astern bumped him, while the leader shot ahead and vanished into the darkness like a ghost.

The Deadly Sin.

It was then that the horrible thoughts of being scrubbed for the deadly sin of losing touch with the fottilla and meandering about the ocean like a lost sheep looking for his next ahead, if he did not succeed in finding her, some body's blood would be required.

It was rather trying for a novice, and many times he remembered the commanding officer's standing orders. "Do not hesitate to call me if you are in doubt or difficulty," they said, with the "do not" underlined twice. Should he arouse the skipper or should he not? He was asleep in his clothes on the cushioned settee in the chart-house, underneath the bridge and would be up in ten seconds if required. But the acting "sub" did hesitate to call him unnecessarily. After all it was quite possible that the "C.O." might not be so much as he was hauled out for no reason. He was not really "in difficulty," he persuaded himself, and he certainly did not wish to patent the fact that he could not keep the ship in station whatever the circumstances.

No; he would not call him. He solved the problem by increasing the speed of the engines ever so slightly above the normal, and five minutes later heaved a sigh of profound relief as the black shape of the next ahead heaved up out of the darkness.

In an hour his helpless feelings had

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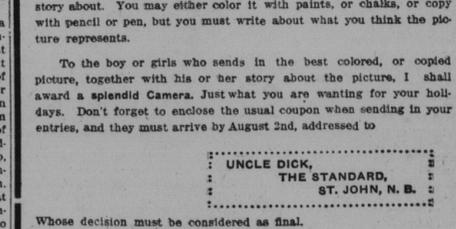
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