

LOSS OF WARSAW OF NO IMPORTANCE.

(Montreal News.)

Should the German forces succeed in Warsaw, which is altogether unlikely, they will have gained nothing," the declaration of R. R. McCormick, realist, historian and novelist of Chicago. Mr. McCormick does not speak of the loss of Warsaw as a great calamity, but as a mere tactical success. He says that the Russian army is not in a position to defend the city, and that the German forces are not in a position to take it. He says that the Russian army is not in a position to defend the city, and that the German forces are not in a position to take it.

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PADDING PAY-ROLLS IN GLOUCESTER

Local Government Foreman Admits Wholesale Looting of the Public Treasury--Small Boys, Who Did Little or No Work, Drew Large Sums--Mr. Veniot's Charges Proved to the Hilt--One Important Witness Ignored Subpoena Issued by Commissioner Chandler.

Fredericton, N. B., July 20.—Three witnesses from Gloucester county told a graphic story of false and padded pay-rolls, of forged endorsements, of subordinated names and wholesale family graft in Royal Commissioner's Chandler's court of investigation today.

Bit by bit, under a searching examination by Mr. Chandler, witnesses told their story, hesitating and contradictory at times, and again with a refreshing frankness. In broken English, and interpreted French, the story came out of how the province was swindled, and the methods of Conservative workers in Gloucester county were laid bare.

Wholesale padding of lists. A bridge foreman told how his ten-year-old son was on the pay list for over \$100, and he had only been at work a couple of days, and later he said ten days. The same foreman, Doctie Chaisson, had three other sons on the same work. He used them sometimes to represent other men upon the pay list. His servant man, hired by him for \$15 a month, drew \$25 a month from the government in the name of the foreman's ten-year-old son, Edward D.

The foreman got the checks and endorsed them sometimes and at others got his son or daughter to do so and kept the money himself. His son, Henri, was on the pay list for work done by Eustache Hachey, and Doctie, the foreman and father, drew the money.

Another son, Joseph D., was paid \$18 a week for work done by Antoine Chaisson. Antoine, the foreman said, worked \$26 worth, but he made his time bill for \$22.50, because Antoine gave him permission. Antoine never got his check through. Doctie, the foreman, got that and forged Antoine's endorsement. He said he paid \$4 to two other men and with the money paid Antoine that made up the money. He told, with much hesitation, of buying cedar from Amade Hachey for \$14 a thousand feet and then paying him \$2 per thousand for hauling them three-quarters of a mile. When pressed, he said the cedar was cut some time, and finally admitted that it had been used for a rail fence which had been taken down and piled up and a wire fence substituted. The rails might, he said, be twenty years old. They had, paid, including cartage, \$15 a thousand for them, and the old cedar rails had been used as a flooring for bridges. The repairs cost \$2,966.66.

This foreman, Doctie Chaisson, was most ingenious in his explanations. He had permission, according to his story, from this man to let one of them represent him on the pay list and from another man to make his check twice as much as it should have been and to distribute the balance as he pleased.

A Missing Witness. Antoine Chaisson, whom he said gave him this liberty, was not on hand to give his evidence. He was served with a subpoena and given his expense money, but he had failed to respond to his name. Mr. Veniot will insist upon his evidence. But the ingenious explanations of Doctie Chaisson came to a climax when he was pressed for his time record. He had lost it, and amid the laughter of his listeners, he recited the fate of his precious book of records. How it had fallen into a "water" net and been boiled into shreds with the lobster, Mr. Chandler seemed not to understand at first whether Doctie or the net book had been boiled with the lobsters, but finally the truth came out that it was the precious record of the Caribou Creek bridge, which the investigation was about that had been lost.

Charges Proven. In the proving of his most important charge was any satisfaction to Peter J. Veniot he must have been contented to get. Repairs to this Caribou Creek bridge in Shipigan Island cost nearly \$50,000. Veniot charged first that sum and then \$40 was paid Pierre E. Boudreau for lumber which he did not deliver at the bridge. The evidence showed Martin Robichaud, M. P. P., contracted with Boudreau for 120 pieces of lumber for use at Ferry Landing, a millinery government work at Shipigan Island. Robichaud promised so much per stick, but Geoffrey Stead, resident engineer, cut down the price and bought by the thousand feet. Boudreau was not pleased. He had shipped his lumber to Robichaud at Shipigan. He never knew of any of it going to Caribou Creek except by hearsay and yet got a check from the local government public works department for \$42 for part of the same lumber he had contracted for and delivered to the work at Shipigan, being paid for by the Dominion government. Martin Robichaud was his adviser and friend. He did not deliver any lumber himself to Caribou bridge, Martin Robichaud did that.

Mr. Veniot stated to the court he was informed this \$42 was the amount necessary to make up the difference between the amount promised Boudreau by Robichaud and the amount paid by the Dominion government.

The charge that \$22.50 was the amount of a check sent to Antoine Chaisson when he only did \$26 worth of work, was acknowledged true by the foreman and proved completely. The payments to the ten-year-old son of the foreman of \$170 and more was acknowledged by his father, the foreman, and proved.

HOUSE-TO-HOUSE MONTH'S CAMPAIGN FOR RED CROSS

Tuesday, July 20. The matter of providing a permanent income for the Red Cross was discussed at the meeting of the Red Cross Society yesterday and the expedient of a house-to-house campaign was taken for this purpose by the Lancaster branch was deemed worthy of adoption. The appeal to be made all over the city from September 13 to October 15.

After the minutes of the last meeting were read and approved, P. S. White gave her report for the past two weeks in which 2,107 articles were received. She announced the receipt from C. Walker Craib, Detroit, of one hundred pounds of ether. This is the second time Mr. Craib has sent this splendid donation.

Mrs. A. W. Adams gave an interesting report of the new circle formed at Duck Cove. There are 50 working members and 300 finished pieces have been sent in two weeks. The list served on Tuesday afternoon and \$21.45 has been made in two meetings.

Speaking of the \$30 sent by four little girls at Alma, Albert county, the president announced that the money was to be used for comforts for sick and wounded soldiers. It was decided that \$20 additional should be sent from Red Cross funds and a box being handed through the meeting \$10 more was given, making \$30 which will be sent to Miss McKel, who is nursing in the hospital, where Colonel MacLaren is in charge. Miss McKel is a sister of Randolph McKel, who gave his life for the cause.

For Mounted Rifles. Mrs. Alfred Morris made an appeal for socks for the 6th Mounted Rifles. It was decided that 200 pairs should be given, but it was also decided that no further work of this kind would be undertaken for the moment.

Interesting visitors at the meeting were Miss Helen Leach Reed, of Boston, and Miss Thompson and Miss Mahon, also from Boston, who are summering at Lonsdale Farm, Westfield, where so much has been done for patriotic purposes since the beginning of the war. Lancaster's Good Work.

In connection with the subject of a regular income for the Red Cross, it was pointed out by the president that the Lancaster circle had, through the medium of a house to house canvass, secured a monthly income of almost \$250. This was to be collected regularly and represented subscriptions ranging from ten cents to \$5, and would continue as long as the war lasted.

Halifax had also raised a somewhat similar fund employing practically the same method but limiting the subscription to 500 individuals subscribing \$2 per month, thus securing an income of \$1,000 a month for Red Cross purposes to continue until the hospital needs ceased.

After considerable discussion it was decided by the vote of the meeting to make public through the daily press the fact that from Sept. 15 to Oct. 15 the local branch of the Red Cross Society would hold a house-to-house canvass for the purpose of securing a regular income for the carrying on of its local work.

Blanch stated. David L. Chaisson stated, however, that the foreman, Adelard Robichaud, had his horse upon the work twenty-four days and was also down for four days himself.

Chaisson told of going to Doctie F. Chaisson, foreman of the Caribou bridge, for a job and seeing him drunk in the camp. A Clean Seal.

The clearest case of gross padding to-day was on the Edward Dempsey bridge, where the government is to pay for 1,085 yards of stone, \$106.30. The foreman, Edmond Ellis and two workmen, Thomas O'Donnell and Edward Dempsey, swore that the stone was never delivered, that all of the stone was put into the bridge abutment was given by the farmers free of charge.

The foreman, Ellis, gave straight forward evidence and both of the other men were equally intelligent and frank. He swore he knew nothing of the stone. The check to Jennings was produced and bore his endorsement and the bank's stamp denoting payment.

"Did you make an account for this bridge?" asked Commissioner Chandler. "No sir, I gave the pay roll to A. J. H. Stewart."

"Where does he live?" "I would not like to swear because he makes many changes in his story." "Do you know him?" "Yes, he has the main end of the table." (Indicating Mr. Stewart a member for Gloucester, who was present).

"Did Jennings supply any stone?" "No, not to my knowledge. He supplied some stringers which I got from the Isaac Chamberlain bridge, seven miles away."

WEAR FLEET-FOOT Shoes for every Sport and Recreation Sold by Mail Good Shoe Dealers

Worn by Every Member of the Family

For such special purposes as might be indicated from headquarters. Life members plus arrived from Toronto and are being distributed among the sixty-eight life members.

Receipts were reported as follows: Life memberships, \$75; D. W. Ledingham, \$10; Mrs. Horace King, \$6; Mrs. John Keefe, \$4.50; Mrs. Thomas McAvity, \$5; Master Douglas Fowler, \$1; proceeds of sale, Allie and Ethel Lake, Nellie Kyle, Thelma Ryan, Louise Seay, \$12.52; Mrs. Nevers Smith (wool), \$4; home department, St. Andrew's church, \$5; members fees, \$9; M. S. \$10; Miss W. C. Magee, \$3; St. John employee telephone company, \$2; Ladies Aid, Methodist church, Brown's Place, \$29.48; Willing Workers, Young's Cove, per Mrs. E. Kennedy, \$2.88; Dr. W. Walker, Andover (Mass.), \$5; Mrs. G. W. McDonald, McDonald's Point Ladies Sewing Circle, \$30; sale of strawberries picked by Miss Bally and sold by Misses Helen and Mary, \$1.50; Mrs. J. Henderson and Blanche Beaty, \$1; Miss Bally, \$3; four little girls, Alma, Albert county, \$30; receipted bill from T. McAvity & Sons, Ltd., \$11.26; from Mr. and Mrs. Sydney Gibbs, \$1 worth of stamps, R. W. Wink, insurance on wool for a month, \$5.

The new life members are Mrs. W. E. Foster, Mrs. F. S. White and Mrs. Louise Lovett Archibald.

Mrs. A. J. Langlois is a new member, and Mrs. Charles Paterson an associate member.

Expenditures were \$315; balance, \$2,067.31.

COMMANDER HORTON SUNK BATTLESHIP POMMERN IN BALTIC

London, July 21.—To Commander Max Horton falls the credit of having sunk the German battleship which was torpedoed in the Baltic on July 4 by a British submarine as reported previously. Thomas Macnamara, financial secretary of the Admiralty, informed the house of commons today that a communication to this effect had been received from the Russian government. The German battleship which was sunk in the Baltic was the Pommern.

Commander Horton previously was in command of the submarine which sank a German destroyer off the mouth of the Elbe last October.

The battleship Pommern, 18,040 tons, was completed in 1907. Her armament consisted of four 11-inch guns, fourteen 8.1 inch, twenty 3.4 inch, and four 1.4 inch. Her speed was 20.3 knots.

NEW WAR CREDIT OF \$750,000,000. London, July 20.—In moving the new vote of credit of \$750,000,000, Premier Asquith announced that for the first seven days of January the expenditure had been \$24,000,000, and that the rate of expenditure showed daily a natural tendency to rise. The item of loans to allies of Great Britain might also, the premier pointed out, grow with the addition to the allied cause of states not yet participating in the war. The premier estimated that \$100,000,000 would carry Great Britain to the end of September, but in view of possible contingencies he advised the house to increase the total to \$120,000,000.

The premier drew special attention to a change in the wording of the vote of credit which in the present case empowered the government to expend money on loans on grants to other states than those falling within the category of "his majesty's dominions, protectorates or allied powers."

The premier significantly emphasized that the limitation was purposely omitted in this case.

"We think it desirable in the existing situation," he said, "that we should have rather wider powers in respect to countries to which we are extending financial aid. It is possible that we may have to make a loan to a country which is not yet participating in the war. The house will agree that the government should have in this matter a freer hand."

Mr. Asquith touched on the cotton question during the debate in the house of commons on the new vote of credit. "The government is not without hope," he said, "that we shall obtain without much delay a more satisfactory and permanent settlement of the cotton question. It is a question of some importance, but it has not yet been possible. I am not satisfied myself with the existing state of things. I believe a great deal of this material, which is necessary in the manufacture of some very formidable kinds of ammunition, reaches the enemy, which ought not to reach him. On the other hand, we have to be very careful in the exercise of our belligerent rights, and to be fully conscious of the trading interests and legitimate susceptibilities of neutral powers with which we are on terms of perfect amity and with which we do not desire to provoke any kind of measure of unnecessary gratuitous quarrel."

Another man who figured on the pay rolls of Caribou bridge for eight days with horse and cart, but did not work was Cyranus Glout and there was no explanation. The foreman swore he had no knowledge of the matter. Mr. Robichaud made up the account.

WHAT BORDEN POLICY HAS COST THE COUNTRY

Failure to Keep Promises Has Serious Result on Canadian Shipping—Letters of Inter-est.

To the Editor of The Telegraph: Sir,—I see in yours of 9th inst., an article headed "Must and tonnage in export trade. Scarcity of steamers worrying Canada, Premier Borden to discuss situation with home authorities," and "Sir George R. Foster, minister of trade and commerce, is expected to take the question under his consideration."

Sir Robert Borden should have dealt with this question in Canada in 1911-12-13-14 as he promised to do, and carried out the liberal programme and not passed orders-in-council bringing Norwegian shipping in our coastwise trade (that is trade from one Canadian port to another Canadian port), then there would be no lack of shipping today. When in opposition he promised to shut out foreign shipping, and to grant a bonus for subsidy to steel shipping but has done nothing. Shipowners, captains, marine engineers and seamen from the Atlantic coast have asked the Borden government for a commission to investigate the country's coastwise trade and shipping during the winter of 1914, but no heed has been given the matter.

Had he carried out his election promise that gave him thousands of votes in 1911, there would have been an abundance of shipping in Canadian coastwise trade particularly in the maritime provinces, to supply this export trade.

Nova Scotia alone owned 550,000 tons of shipping at one time, but today only about 150,000 tons, mostly fishing schooners.

Thanking you for space, C. A. SANDY McDONALD, Doctie, July 19, 1915. P.S.—It is very strange that the minister of trade and commerce is spending our money advertising "Use Made-in-Canada goods," and yet will do nothing for our Canadian-owned ships and seamen, but keeping Norwegians in our coastwise trade—our home trade—and living for our wives and children—giving it to foreigners under order-in-council.

We are sending our sons to the front, and our daughters to the front, and our money to the front, and yet we are not keeping in our home trade doing the same? No; but taking all their earnings—and our living home to Europe, and spending nothing in this country.

In connection with Capt. McDonald's letter the following letter from the Is-land Patriot is also of interest:

NORWEGIAN SHIPPING IN CANADA. To the Editor of the Patriot: Sir,—The following item recently appeared in the North Sydney Herald: "The steamer Kaminitzka, an eight-year-old boat, arrived in port early today morning in command of Capt. Stewart, formerly of the Beatrice. The new steamer was originally intended for service in the fruit trade of the West Indies, but at the outbreak of the war the Scotia Company secured a charter on her and she will engage in the ore trade between Wabana and the Scotia piers here. The Kaminitzka is an admirably equipped boat and is built on graceful lines. Capt. Stewart, who is another member of the successful mariners, last winter graduated from the government marine school, securing his foreign going certificate in a shorter time than any master mariner who obtained his parchment, and his appointment to the command of such a fine vessel will be heard with pleasure by his many friends in Cape Breton and elsewhere. The steamer is 3,500 tons."

Only for the Laurier government shutting out Norwegian and foreign shipping in 1906 from the coast of British Columbia and the Great Lakes where the S. S. Kaminitzka came from, Capt. Stewart and other Canadian captains would have to go to Turkey, or some other foreign country to seek employment.

The Borden government made thousands of votes in 1908 and 1911 by promising our sea-faring men if they would only elect them they would put an end to the Norwegian shipping question—but they have done nothing for our mariners. In fact the Laurier government had the Norwegians shut out of the coastwise trade in all Canada, including the maritime provinces since July 1, 1909, except that under order-in-council they were to go from Nova Scotia to the province of Quebec in Dec. 31, 1911. But the Borden government renewed this order-in-council and kept them in from Nova Scotia to the province of Quebec. Not only that, but passed two brand new orders-in-council, and brought back Norwegians to carry passengers and freight from ports in E. Island, Nova Scotia and New Brunswick on the same terms and conditions as Canadians. They also promised our coasting captains all around the maritime provinces and Magdalen Islands to investigate their case and have legislation passed to give them equal rights with the coal ports of Nova Scotia, but like their promises on the Norwegian question have done nothing, but their votes. However there is another election coming.

MARINER. Charlottetown, June 23, 1915.

NATIONAL PRAYER FOR ALLIES. To the Editor of The Telegraph: Sir,—I notice from one of the local papers that Governor Wood is in communication with civic authorities re the observance of August 4, a day of national prayer. I have thought of this matter and the observance of the day will be in accord with public sentiment. But may I suggest that while in the observance of the day a high patriotic note should be struck, it is more important that on that day and in order to do its proper observance, the people of New Brunswick, of Canada, of Britain should be summoned to bow in prayer before the God of Nations, seeking in prayer Divine interposition in behalf of the Allies, that their arms may be triumphant and that peace may be speedily restored. We cannot afford to leave the religious elements out of our plans and proceedings.

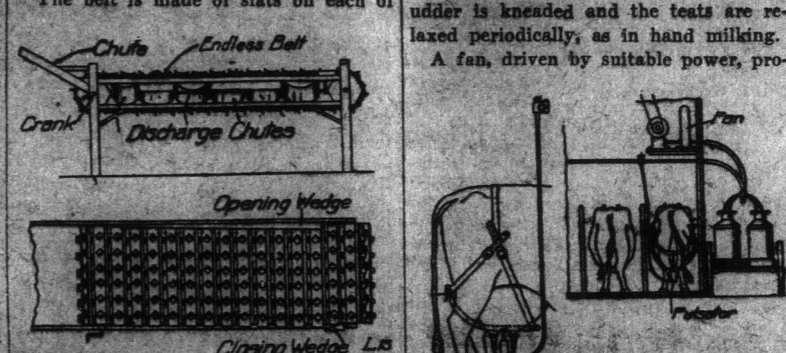
A. D. MORFON, Sackville (N. B.), July 20.

The new 80 candle power condensed light on Partridge Island was first operated Wednesday night for the first time.

RECENT INVENTIONS OF INTEREST TO AGRICULTURE

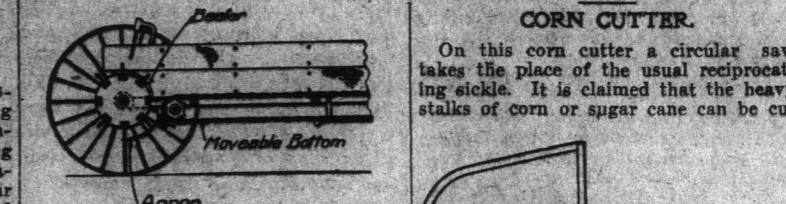
By C. J. LYNDE, Macdonald College, Que.

FRUIT GRADING MACHINE. The endless belt on this machine has holes which become larger as the belt is moved to the right. When the holes reach the right size the fruit drops through and passes down through discharge chutes into separate baskets. This grades the fruit. The belt is made of slats on each of which there is a narrower sliding slot called a gate. The slats and gates have holes of the same size. As the belt is moved to the right, an opening wedge moves the gates until their holes are over those in the slats. This increases the size of the holes through the belt gradually. When the slats reach the right end of the machine, a closing wedge moves the gates back and this reduces the hole through the belt to the size they were at the beginning.



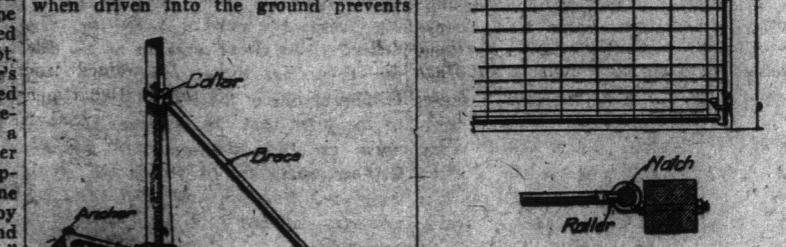
The large chute at the left holds the ungraded fruit. The crank moves the belt. The machine is shown in a side view, with the belt running horizontally and the discharge chutes below it. The closing wedge is at the right end of the belt.

MANURE SPREADERS. The special feature of this manure spreader is that the axis of the beater is below the level of the moveable bottom. This arrangement allows the teeth of the beater to strike the manure and scatter it.



from the under side and thus no energy is wasted in shoving the manure back. Also the teeth strike the manure after it has left the moveable bottom and since the bottom moves slowly, the quantity of manure struck at any one time is relatively small. This decreases the strain on the beater. The beater revolves on the axis of the rear wheels, and is driven from the rear wheels by mechanism not shown. The moveable bottom carries the manure slowly backward, and the beater, revolving rapidly, tears it apart and scatters it over the field.

FENCE POST. Fence posts tend to heave and lose their alignment. The post shown here is anchored and braced against these movements. It is made of angle steel and is slightly larger at the bottom than at the top. The anchor is curved, and when driven into the ground prevents the post from moving.



The post from moving upward or sideways. The brace is triangular in shape and is attached to the post by two collars. The outer end is supported by a rock or stone. This brace keeps the post upright.

COPIES OF PATENT PAPERS. The Telegraph readers can obtain copies of the patent papers at five cents each by writing to the Commissioner of Patents, Washington (D.C.). The patents described here are:

- 1,118-U. S. Pat. 1,139,510 Fruit Grading Machine. Hugh R. Francis, Grand Junction, Colorado.
- 1,114-U. S. Pat. 1,139,571 Milking Machine. Lewis Preston Patterson, Springfield, Missouri.
- 1,115-U. S. Pat. 1,140,156 Fence Post. Percy J. Hindmarsh, Lincoln, Neb., Assignor to the American Steel & Wire Co., Hoboken (N. J.).
- 1,116-U. S. Pat. 1,140,216 Hinge. William Frank Troutman, Boston (Ky.).
- 1,117-U. S. Pat. 1,139,856 Corn Cutter. Frank Fournier, Puyallup, Washington.
- 1,118-U. S. Pat. 1,139,461 Manure Spreader. Theophilus Brown, Worcester (Mass.), Assignor to Marselles Co., East Moline (Ill.).

QUEEN ALEXANDRA VISITS HOSPITAL AT CLIVEN. London, July 21.—Another royal visit was paid to the Duchess of Connaught Hospital at Cliven today, the caller being Queen Mother Alexandra. Her majesty spent an hour in going over the wards and grounds, speaking with and shaking hands with several patients. She noted with interest the decoration of the Royal Red Cross worn by the matron, Miss Campbell of Montreal, and complimented Col. Gorrell and the Canadian Red Cross on the layout of the new buildings and the internal arrangements. Of nearly 800 wounded who reached the hospital from France yesterday, only one was a Canadian, he being R. F. Thomas, of the Second Field Ambulance, Toronto.

LONDON TO CONFIRM FREEDOM OF CITY ON PREMIER BORDEN. London, July 19.—The proposal to confer the freedom of the city of London upon Sir Robert Borden was enthusiastically agreed to at a meeting of the common council today.

The premier had a particularly busy day, receiving and making calls. He concluded the day by attending a dinner given by the colonel secretary, Bonar Law, at which Mr. Asquith was another noted guest.

WILSON'S FLY PADS. READ DIRECTIONS CAREFULLY AND FOLLOW THEM EXACTLY.

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