News of the Sea

——Rome, June 27.—The weekly statement of shipping losses shows that only one Italian steamship was sunk in the week ended June 24. Arrivals at Italian ports were 583 and departures 26.

——London, June 28—The Elder-Dempster steamer *Addah* was torpedoed without warning and sunk by a German submarine on June 15. The submarine fired on the captain's boat killing eight men. The submarine fired on the master's boat from a distance of between 300 and 400 yards. The shot took the boat's stern completely off. Then the submarine continued firing, while the men were swimming about. It fired also on the chief officer's boat, which was pierced by a shell, but nobody was killed, though several were slightly wounded.

All the survivors were picked up by a French steamer at 5 o'clock in the afternoon on June 16.

The *Addah* was a vessel of 4,397 tons gross, built in 1905 at Newcastle. She was 350 feet long, 48 feet beam and 20 feet deep.

——Copenhagen, June 28.—Sinking by a German submarine outside the prohibited zone, and without examination, of the 456 ton Danish steamer *Ivigtut* was reported by her commander on his arrival here to-day.

The captain said his ship was keeping well clear of the zone when, without the slightest warning, a torpedo was fired, but did not damage the ship, passing under her. The submarine then emerged and sent the *Ivigtut* to the bottom by artillery fire. The submarine commander left the Danish vessel's crew in their boats 150 miles from land.

The sinking was carried out without even an inquiry as to the name of the vessel.

——The Hague, June 29.—It is reported that the German steamer *Westfalen*, bound from Rotterdam to Copenhagen, struck a mine this morning near Terschelling, outside Dutch territorial waters, and sank. The accounts state that thirteen members of the crew were rescued by Dutch torpedo boats.

——Boston, June 29.—The torpedoing and sinking of four large British cargo carrying steamers was announced in advices to local insurence offices to-day. The steamers were the *Ultonia*, of the Cunard line, 6,593 tons; *Haverford*, of the American line, 7,493 tons; *Buffalo*, Wilson liner, 2,583 tons; and the *Manistee*, another Cunard vessel. No details of the losses were given and no mention was made of the fate of the crews.

——New York, June 29.—Neither the steamship *Ultonia* nor the *Manistee*, reported torpedoed and sunk, carried either passengers or troops, according to representatives of the Cunard line here, who had not been officially informed to-night of the loss of the two vessels.

Boston, June 29.—It was believed by steamship agents here that some or all of the steamships may have been included in the list of sinkings announced from London Wednesday night.

The *Ultonia* and *Manistee*, it was said, were bound with cargoes of grain and other food supplies from New York for English ports, and the *Buffalo* was returning from Hull for New York. The *Haverford* has been engaged in the Philadelphia-Liverpool service, but there was no information at hand to-night to show where she was bound when torpedoed.

New York, June 29.—The American line steamship *Haverford*, which was under British registry, was said to be the largest American line vessel which has yet fallen prey to a submarine. She was built at Clydebank, Scotland, in 1901, was 531 feet long, 59 feet beam and of 11,635 gross tons.

——Paris, June 30—An official announcement was made last night that the armored cruiser *Kleber* had struck a mine off Point St. Mathieu on Wednesday and sunk. Three officers and thirty-five men were lost. The *Kleber* had come from Dakar, Africa, and was on its way to Brest.

The cruiser *Kleber* was built in Bordeaux in 1902 and $3,651,000. She was 436 1-2 feet long, 57 2-2 feet beam and had a draught of 24 1-2 feet. Her displacement was 7,578 tons.

She had a horsepower of 17,000 and her maximum speed was 20 knots. Her armament consisted of eight 8-inch guns, mounted on four turrets, four 4-inch guns, two 3-inch guns, ten 2-inch guns and four guns of smaller calibre. Her complement at the time of launching was 500 men.

Point St. Mathieu is on the French coast not far from Brest.

——Paris, June 30—A Madrid semi-official note says that a Germen submarine which took refuge at Cadiz, left port yesterday morning, escorted to the limit of territorial waters by two Spanish torpedo boats. The Spanish goverment asked and obtained from the Berlin government a formal promise that the submarine would go direct to a German port without attacking enemy ships or performing any other act of war.

——St. John, N. B., June 30—Schr. *Ethel May*, with a heavy load of fire-wood, capsized in the Bay on Thursday morning early, and Captain Foote, the owner of the vessel, and his son, had a narrow escape from losing their lives. They were rescued by Capt. Arthur Mitchell of the Government Fishery patrol boat *Phalarope*. The *Ethel May* sailed from St. John about a week ago for Black's Harbor with a cargo of coal. After discharging the coal, Captain Foote took on a cargo of fire wood as a return freight to St. John. The vessel put to sea Wednesday and things went along well untill an early hour Thursday morning, when the deck-load proved topheavy for the craft and she capsized.

The Russian bark *Sibens*, bound from Cadiz, Spain, for Chatham, with a cargo of salt, was torpedoed about 250 miles from Cadiz. The salt was badly needed along the North Shore.

——Paris, June 29—Two French merchantmen of more than 1,600 tons and three of less than that size, were sunk by submarines or mines in the week ending June 24, according to the weekly annoucement issued here to-day. In that time there were 1,088 arrivals at French ports and 969 sailings. Three were unsuccessfully attacked.

A French steamer between France and Algeria was fired upon by a submarine without result. A French steamer on June 23 fired upon a submarine which had sunk a vessel within sight of the Spanish coast. On the same day a submarine fired two torpedoes against a French steamer coming from the Mediterranean which avoided them by manoeuvring.

——New York, June 28.—Garfield Otis, a fisherman, from the sloop *Mary T. Fallon*, of Boston, was brought to New York to-day on a Norwegian steamship from St. John, N. B., having been found floating in a dory Tuesday morning about fifty miles southeast of Cape Cod. Otis said he had become separated from other members of the crew while fishing late in the fog last Sunday afternoon.

——Tampico, Fla., June 30.—The American oil steamer *Santoree*, from Tampico for an American Atlantic port, with oil and gasoline, was burned and sunk ten miles off Lobos Island. News of the fire and sinking, which is believed here to be the work of German agents, was received from the oil steamer *San Bernardo*, which arrived to-day. All of the crew were rescued by the steamer *Cernicalo*.

——An Atlantic Port, June 30—A running fight between a British steamship and two German submarines which took place June 8, about thirty miles off the Italian coast near Genoa in which the steamship succeeded in eluding the U-boats by superior speed, was described by officers of the ship on arrival here to-day.

——Washington, June 30—Brazil's navy has begun co-operating with the American fleet in South American waters in hunting down German sea raiders and watching for German submarines.

——Paris, July 2.—The Greek destroyer *Doxa*, manned by French officers and crew, has been blown up in the Mediterranean. Twenty-nine men, including all the officers, were lost. The official announcement of the loss of the *Doxa* says:

"The destroyer sank as the result of a double explosion on June 28. The *Doxa* was then within 100 yards of a merchant vessel which was convoying."

——New York, July 2.—The Greek steamship *Driskos* was torpedoed and sunk, with a loss of one drowned and four wounded, on June 28 or 29, presumably off the French coast, according to a cable message received here from the captain to-day by the agent, D. J. Theophilatos. The vessel, of 2,833 tons gross, was on a voyage from Italy to England.

——London, July 3.—German submarines have opened a campaign against the Sweedish merchant fleet along the Norwegian northern coast. Newspaper reports state that four vessels were attacked and sunk yesterday outside the blockade zone, the crews being compelled to take hastily to the life boats.

SUBSTANTIAL INCOMES

What did your best cow earn for you last year? A seven-year-old grade in a herd near Oxford Mills, Ont., that milked from March 30, 1916, to Jan. 30, 1917, gave 363.9 lb. fat, which at 45 cents per pound equals the substantial sum of $163.75. Perhaps you got more.

Fortunately, the owner of this herd is keeping records of each cow that he owns and has the satisfaction of knowing that six out of his fifteen cows earned over $150.00 each.

With milk weighed every tenth day, and a composite sample tested once a month, the actual yield of each cow for her full period of lactation can be found with but little trouble.

Milk and feed record forms are free on application to the Dairy Division, Ottawa. A study of records should mean an increase in your cows' earning capacity by at least fifty per cent in three years.

C. F. W.

"Is your boy Josh helping you on the farm?" "No," replied Farmer Corntossel, "He's gone at agriculture so seriously that it begins to look now as if I was helpin' Josh."—*Washington star.*

"I don't have to work for a living," said the shiftless individual. "Of course you don't," rejoined the busy man. "If you did, it's a safe bet that you wouldn't be living."—*Boston Transcript.*

"Is he ambidextrous?" "No, he can't swim a stroke."—*Judge.*

Minard's Liniment Cures Diphtheria.

News of the Week

——Boston, June 27.—Federal Judge Morton to-day sentenced Werner Horn, a German reservist, to the Atlanta Penitentiary for eighteen months for illegally transporting dynamite on a passenger train from New York to Vanceboro, Me., to be used in an attempt to destroy the international bridge across the St. Croix River. He was also ordered to pay a fine of $1,000. It was the maximum penalty on the charge under which Horn was convicted here two weeks ago.

——New York, June 29.—An Associated Press dispatch from Boston to-day, says: More than three million pounds of fish has been shipped from this city to the British Government, for consumption by the soldiers in France. This is part of an order of fourteen million pounds.

——London, June 29.—Lord Stanley, the eldest son of the Earl of Derby, was elected to Parliament for the Abercromby division of Liverpool to succeed Col. Richard G. Walmesley, recently created a baron. Lord Stanley's opponent was Frank Hughes, an ex-soldier, who received 794 votes as against 2,224.

——Rome, July 2.—The secret session of the chamber of deputies closed to-day with a vote of confidence in the government. There were 361 votes in favor of the resolution of confidence and 63 against. The vote was taken after Premier Boselli had declared that if the country had been able to hear the secret debates it would have been overjoyed and comforted.

——Paris, July 2.—The secret session of the chamber of deputies which has had under consideration various questions connected with the war adjourned last night without details of the session being made public.

——London, July 2.—Robert P. Skinner, the American consul-general, was informed to-day that Great Britain has rescinded the order prohibiting the importation of canned salmon from the United States and Canada. Fifty per cent. of the amount imported in 1916 of this commodity will be permitted to come in.

——Shanghai, July 2—Hsuan Tung former Emperor of China, deposed in the revolution of 1911 which made China a Republic, to-day announced his succession to the throne again and assumption of the government. At Peking martial law throughout the Empire was formally proclaimed.

——St. Moritz, July 3.—Ex-King Constantine of Greece and his family and suite have arrived here. Dowager Queen Sophia appeared still to be in poor health. The party was received at the station by the local authorities and escorted to a hotel where rooms had been reserved.

CANADIAN NEWS

——Toronto, June 30.—Norman Burke, a foreman at the Union Station, who kissed a young lady who had called at a baggageroom to remove articles from a trunk, was yesterday sentenced to six months at the Ontario Reformatory.

BEE-KEEPING PREPARING FOR 1918

(Experimental Farms Note)

While a maximum production of honey is of pressing importance in this war-food year, yet increasing the bees for next season must not be neglected.

Roughly speaking, the bees that are in the hives at the commcement of the honey-flow gather the crop, while the brood builds up the colony for next year, unless there is to be another important honey flow. This brood is very valuable for forming nuclei, because these, started early with a laying queen, or ripe queen-cell, will build up into strong colonies before winter. Increasing in this way with brood from strong colonies during the honey flow is the basic principle upon which an apiary can be quickly built up while at the same time an almost full honey-crop is secured.

In newly-formed nuclei containing brood in all stages there is always more or less desertion of bees and consequent death of the young brood and sometimes chilling and death of the older brood even when the nuclei are skilfully made by an experienced apiarist. Furthur, queens may not be immediately obtainable, or they may be lost in introduction. Robbing of the newly-formed nuclei has also to be guarded against, but during the height of the honey-flow only carelessness will cause this; towards its end, however, the danger of robbing grows so great that it is difficult to maintain newly-formed nuclei even when strong. Desertion may be checked by stopping the entrance with grass; the bees will make their way out when the grass dries and shrinks in about two days, but care must be taken to avoid overcrowding the confined bees, which would lead to stifling, especially in hot weather. A good way to overcome the loss of young brood is to place the brood over a queen excluder a week before its removal from the parents hive. This may be done in the ordinary course of relieving congestion in the brood chamber as a means to discourage swarming, a frame or two of empty comb or of foundation being placed in the brood chamber when the brood is raised.

All of these risks may be greatly minimized as follows:—Have all the queens' wings clipped (this is not essential), and when a colony of a strain that it is desired to propagate swarms, move the parent hive to a new stand, and place the swarm in an empty hive on the old stand, the queen having been picked off the ground and placed in the empty hive. The swarm will return to the new hive at the old stand. The field bees will now join the swarm, and the super should be transferred from the parent hive to the swarm which will produce the crop of honey. The colony, now depleted of bees but rich in brood, is divided a week later into three to six nuclei, each nucleus consisting of two or three frames containing brood and honey carrying two or three queen-cells containing queens soon to emerge with the adhering bees.

This method has the great advantage that it not only controls and satisfies the troublesome swarming instinct but it helps to secure the desired ends by natural means. The honey gatherers are segregated into a strong force, and the brood, being mostly capped, is not likely to get chilled; the bees desert neither it nor the queen-cells readily, and all trouble in raising and introducing queens is avoided. The bees in the newly-formed nuclei are in the post-swarming stage, when their instinct is to spread themselves over and incubate as much brood as possible, and especially the queen-cells.

The beginner should be warned not to divide the parent colony into too many weak nuclei, but this fault may be rectified in the autumn by uniting. The ideal conditions for building up nuclei are a slow honey-flow throughout August and early September. Fortunately these are supplied in most Canadian localities by goldenrods, astors and buckwheat.

Mismated queens should be replaced any time up to the first or second week in October, preferably not during the robbing season.

As the natural result of a plentiful supply of alewives in New Brunswick, prices have declined in the New York market. Quotations this week are on the basis of $7 per barrel. This is about $1.50 below the estimated price and $1 below the actual price a few weeks ago. But alewives will probably be higher a little later in the season. The demand is fair and steady and it will not be long before the alewife will be at a premium —*Fishing Gazette*, June 30.

Patient—"Will I live, doctor?" Surgeon—"You must! You have three more operations coming!"—*Life.*

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NO DENTIST
IN ST. ANDREWS DURING
Winter Months
Dr. Worrell has decided to close his office in St. Andrews on or about October 1st, probably until about May 1st, 1918.
He therefore invites all his patients who have not been recently attended to, to come in at the earliest opportunity and have their teeth examined and attended to if necessary, in order to avoid suffering or inconvenience during his absence.
Do not wait until the last week in September, and then expect to get fixed up, but come in while the coming is good.
J. F. Worrell, D.D.S.
Office in Residence
Montague and Princess Royal Streets
TELEPHONE 33-21