

Where They Did Not Pass.

The French have been celebrating the epic struggles of 1914, now known as the Battle of Verdun, in which the German hordes, advancing from the East, threw themselves in vain against the flower of the French Army. On the passers pass was the battle cry of our gallant Allies; and it cost them 400,000 men to fulfil the pledge. The Times Special Correspondent sends the following graphic picture of Verdun to-day:

"The bones of 800,000 men, and more, lie mouldering on the slopes around Verdun. France gave 400,000 of her sons for the defence of this essential stronghold, and the Germans sacrificed an even greater number in their long failure to capture it," he writes. "Of those 400,000 young Frenchmen who died before Verdun not one quarter sleep under crosses bearing their names. The rest are 'Unknown Warriors' and the great majority have not even nameless graves. The churned earth covers them where they fell. That, verily told, is what it cost the French to keep the word they pledged when they cried: 'On ne passera pas.'"

Now Her People Must Live.

"The tale of the courage and the grim endurance that held Verdun is one of the wonders of the war; there is even something appalling in its splendor. But now all that has passed into tradition. The long years of glory and heroism are over. Now the more prosaic, and the more useful and necessary, tasks of peace wait to be faced. Verdun was saved; now her people must live.

"You soon realize what a big job the restoration of Verdun must be when you stroll through the ruined streets. In the Rue St. Pierre there was only one house left standing. To rebuild that street alone will take 500 tons of labour—and money. Elsewhere, in quarters where the houses were merely badly damaged, you see plenty of new fronts and the signs of recent repair. But where the whole blocks are but heaps of stones it is difficult even to make a start.

"How and where a wrecked shop has been replaced by a wooden hut, but there are not many of these for—here is the crux of the whole problem—you cannot restore a town merely by rebuilding its shops and its houses. The shops must have trade and the householders must have work, or else life cannot go on. And trade and work are what Verdun is going to find it hard to provide for its citizens, even though there are now but 10,000 of them instead of 21,000 as in the days before 1914.

Verdun Has No Industry.

"The reason for this is very simple. Verdun has no industry. Before the war the town lived by supplying the wants of the Army and the farming populations of the country around. Now the Army has moved on as France's frontier has been pushed east. Where there were 25,000 troops and 600 officers before the war there are now not above 1,000. That is obviously an enormous factor. The farmers who came into Verdun from the north and east are gone too. You have only to drive over those slopes around the town to see why they are not on their lands. After years of such bombardment and bombing, and such swaying fighting, their lands cannot yet be made to produce, and the forests that covered their hillsides are but three-foot stumps. Moreover, their habitations are destroyed and their villages hardly exist; they could not go back even if the land could be worked.

Villages Disappeared.

"Some of the villages have disappeared completely. As we slipped down a slope to the west of Port Vaux, the Frenchman who was driving the car slowed down and pointed out the village of Fleury. He pointed just off the road. I could see no signs of even a ruin. The hillside seemed to have been displaced by bombardment. It had simply fallen in. All that my young friend could show me was a single piece of wood sticking up out of the slope. That, he said, was the remains of the wooden steeple of the village church. For four days and four nights in 1916 Frenchmen and Germans fought for this little village hand-to-hand, with bombs, bayonets, rifle butts, fists, knives, anything. When they were done there was little left, and the shells buried the rest.

"Of the larger villages of Douaumont and Vaux there is similarly hardly a trace, and the same thing is true of many others. At the village of Bras, on the other hand, there is plenty to be seen. The ruins have been cleared away, but the premises of rebuilding the whole place are there. In the meantime a great part of its people accommodate themselves in a temporary village of wooden huts a short distance away. But Bras is fortunate by comparison with, say, Beaumont, Bethincourt, Commercy, and Haumont. These are like Vaux, and Douaumont, and Fleury. They cannot be rebuilt. Their populations will have to live elsewhere—Public Opinion.

Bowring Park Buses will bring all in reach of N. B. S. ye old-time Garden Party, Aug. 17th.—aug15.51

Harbor Grace Regatta.

The looked forward to and chief annual sporting event of the season—the Harbor Grace Regatta—came off on Wednesday, the 10th inst., at the customary place, Lady Lake. It was possible for those most interested to have been permitted the selection of a suitable day for the occasion, from the weather standpoint, nothing better than what was experienced on Regatta Day could fill the bill. All of the large number who gathered near the lakeside seemed to possess the one sporting spirit, and the whole day was one of enjoyment for all who were fortunate enough to be at the spot. Not more than one crew could be obtained for the Veteran's Race, for men not under 55 years of age; apart from that, everything on the programme was carried out to a finish. O.K. Refreshments could be had from the different tents nearby. Some parties brought their own supply, built fires and to use a common phrase, "boiled the kettle." Nothing was lacking in the whole affair, and those of our town who did not make a point to attend the Races of 1921, certainly missed a treat. We look forward to next year's with an expectancy of even something better. Below is the list of races, boats, and winners in respective positions, also time and prizes.

TRADESMEN.

Whinnle—A. Warren, R. Noseworthy, F. Sheppard, J. Pynn, L. Sheppard, Cox.

Prince Albert—R. Tetford, Jr., F. Penney, W. Fitzgerald, W. Parsons, J. Sheppard, Cox.

Maggie—W. Warren, E. Sheppard, T. Kennedy, S. Parsons, Rev. Mr. Higgin, Cox.

Time, 13.58; Prize, 1st, \$12; 2nd, \$8.

AMATEURS.

Whinnle—W. Ross, G. Webber, J. Mercer, W. LeDrew, L. Sheppard, Cox.

Prince Albert—E. L. Oke, J. Tobin, W. Dwyer, W. Stevenson, J. Sheppard, Cox.

Maggie—M. P. Stapleton, J. Stapleton, L. Wells, J. Clare, Rev. Mr. Higgin, Cox.

Time, 14.17; Prizes 1st and 2nd Medals.

LABORER-FISHERMEN.

Whinnle—G. Snow, Andrew Martin, Jr., J. Pynn, A. Thomey, L. Sheppard, Cox.

Maggie—F. Dove, W. Dove, D. Herold, A. Thomey, Rev. Mr. Higgin, Cox.

Prince Albert—G. Snow, A. F. Sheppard, E. Martin, R. Snow, J. Sheppard, Cox.

Time, 13.57; Prizes, 1st, \$12; 2nd, \$8.

WAR VETERANS.

Whinnle—W. Ross, G. Snow, G. Webber, N. Martin, L. Sheppard, Cox.

Prince Albert—E. L. Oke, C. Ross, W. LeDrew, R. L. Stevenson, J. Sheppard, Cox.

Maggie—R. Tetford, Jr., E. Sheppard, T. Martin, A. E. Parsons, Rev. Mr. Higgin, Cox.

Time, 14.08; Prizes, 1st and 2nd, Medals.

CHAMPIONSHIP.

Whinnle—R. Noseworthy, F. Sheppard, J. Pynn, A. Thomey, L. Sheppard, Cox.

Prince Albert—G. Snow, E. Martin, Fred Sheppard, J. Hayse, J. Sheppard, Cox.

Maggie—W. Warren, E. Sheppard, W. Moriarty, J. Mercer, Rev. W. R. J. Higgin, Cox.

Time, 13.57; Prizes, 1st, \$12.00; 2nd, \$8.

MADIGAN CUP.

Maggie—(Stars)—R. L. Stevenson, Wesley Parsons, A. Thomey, J. Mercer, Rev. Mr. Higgin, Cox.

Whinnle—(Shannon)—W. Ross, G. Webber, Andrew Martin, L. Wells, L. Sheppard, Cox.

Prince Albert—(Aero Tennis Club)—W. R. LeDrew, H. D. Archibald, J. C. Archibald, M.H.A., C. Ross, J. Sheppard, Cox.

Time, 14.06.

(The Madigan Cup, put up for competition by Mr. W. Madigan, has been at the disposal of the Regatta Committee for three years and has not been contested for, it is to be contested by Athletic Clubs and to be won three years in succession before being won outright, and any Club can compete from here or outside towns.)

ALL CORNERS.

Prince Albert—S. Noseworthy, R. Tetford, Jr., J. Hayse, D. Herald, J. Sheppard, Cox.

Maggie—A. Thomey, F. Sheppard, G. Sheppard, Cox.

Whinnle—(Harbor Grace)—J. Pynn, R. Noseworthy, F. Sheppard, G. R. Bussey, L. Sheppard, Cox.

Maggie—(Carbonne)—Bernard Quinn, W. Moore, D. Connolly, C. McGrath, W. Duff, Cox.

Time, 13.15; Prize, \$12.

ARCHIBALD CUP.

Whinnle—(Harbor Grace)—J. Pynn, R. Noseworthy, F. Sheppard, G. R. Bussey, L. Sheppard, Cox.

Maggie—(Carbonne)—Bernard Quinn, W. Moore, D. Connolly, C. McGrath, W. Duff, Cox.

Time, 13.15; Prize, \$12.

Shipping Notes.

S.S. Sachem arrived at Halifax at 7 o'clock this morning.

S.S. Cabot arrived in port at 4 p.m. Saturday from the Labrador.

S.S. Fern arrived at Clarendville at 7 p.m. yesterday with coal to the Reid N.R. Co.

Lady of Gaspe Cannot be Floated.

HALIFAX, Aug. 11.—The steamer Lady of Gaspe which went ashore on Thrum Cap on Monday night, is doomed and the main object of those interested in her is to get as much of the cargo out as possible before she breaks up. The steamer is in the same position as on Monday night and yesterday a tug got alongside and a large quantity of cargo and fittings were salvaged. A heavy sea prevented larger boats from going alongside, and at five o'clock yesterday afternoon although the sea seemed to be moderating, the ship gave evidence of a tendency to break in two. An inquiry into the stranding of the ship is to be held here to-morrow morning starting at ten o'clock and will likely take place in the Custom House. Captain L. A. Demers, Dominion Wreck Commissioner, will preside and with him will be the same nautical assessors as were on the Volunda, enquiry, Captain Neil Hall and C. O. Allen.

At daybreak yesterday morning the tug F. W. Roebling, Captain Thomas Ormiston, and O'Leary Lee, Captain Fred Turner, proceeded down to the wreck and were there until last evening. On board the tug was Capt. C. F. Martin, Marine Superintendent of G. S. Campbell and Company, Fred Porter, of the Atlantic Salvage Company, and a party of salvage men. The Roebling took down a barge in the hope of getting it alongside. On arrival they found a heavy swell breaking over the ship and the Roebling with a barge could not approach the stranded vessel.

About nine o'clock Captain Turner of the O'Leary Lee got his tug on the leeward side of the ship and made fast. Men climbed aboard and immediately the work of salvaging the cargo commenced. Attention was first directed to a large seven passenger Marmon Teuring car, valued at nearly \$5,000, which was strapped down on deck forward. Tackle was rigged and the car was hoisted over the side of the ship and onto the tug by hand. Boxes of goods were taken from numbers one and two holds, while the cabins on deck and the wheel and other houses were stripped about fifty large cases of goods, mostly tobacco and cigars, were taken from the holds. Much clothing belonging to the crew was saved yesterday.

The tug hauled away at 4.30 o'clock in the afternoon and then the ship gave signs that she may break in two at any minute. The goods salvaged from the wreck were last night landed at the Plant Wharf and the tug will return to the scene at daybreak this morning. A large fleet of small boats were in the vicinity of the stranded ship all yesterday.

That the ship is doomed is the opinion of all. She is well settled on the ledge and is on the back of what is known as "Tribune Shoal." She is heading North West and is lying port side to sea. The entire bottom has been pounded out.

Obituary.

MRS SAMUEL WHITTEN.

By the death of Mrs. Samuel Whitten, which occurred at her late residence, Hagerty Street, St. John's West, at two o'clock Saturday evening last, a highly respected and well known lady has passed from amongst us, at the age of 60 years. The deceased was the widow of the late Mr. Samuel Whitten, of one of the oldest and most respected families of the Southside, who lost his life at the Dry Dock nearly twenty years ago, and was a daughter of the late Mr. James Smith of Steer Brothers employ. For nearly thirty years she was in a delicate state of health, which she bore with true Christian fortitude and resignation to the will of God. Hers was one of those heroic souls which rose above material conditions, and taught that it is not where we live, or what we do that counts, but how we live spiritually. She served God in the humble way of great souls, and in her poor always found a friend, her kind mother-heart always finding means to help the needy, and excuses for the failings of the unfortunate. No one was ever known to go from her door without a kind word or material aid. Of the many virtues possessed by this inestimable woman, the one which predominated was perhaps her heroism under crosses and in sorrow, during her years of delicate health, but never once did her faith waver. She recognized the hand of God in all things, and bowed with the submission of a little child to His decrees. She leaves three daughters, Miss Rose at Knowlton's; Sarah at Henry Blair's; Mamie at Home, and one son, James, the popular and efficient Mail Office on the S.S. Fortia, Western Service; also one sister, Mrs. Richard Hines, and numerous relatives and friends to mourn their sad loss, to whom the Telegram extends its deep and sincere sympathy in their bereavement.

SUBS IN PORT.—S.S. Susu, Capt. Roberts, which arrived in port at 4.30 p.m. Saturday, reports that the trawler around Pogo district is practically over. In some parts of the district the catch is not up to the average, but around Pogo the fishermen have secured good voyages. Bait is scarce and hook and line are in consequence doing very little. The Susu brought a small freight and the following passengers:—J. Roberts, G. M. Murphy, N. Hicks, G. Dawe, N. Walsh, S. Whelan, C. G. Phipps, J. Cloutier, Mrs. White and child, Mrs. J. Cloutier, Mrs. Gould, Miss Gould, Miss Wollan, W. Bradley, Miss Doherty, Miss Barbour, Miss G. Johnston, G. Hicks.

Dr. G. N. Murphy's Office, 160 Duckworth Street, will be closed from Sunday, Aug. 7th, to 21st, aug15.91

Our Friend the Shark.

Whatever the ill deeds of the living shark may be, dead it must be reckoned among our friends.

The head of a shark is full of fine oil of a highly valuable quality. As a fertilizer it is superior to dogfish; in the shark carcass there is only 2 per cent. oil, while in the dogfish oil is so plentiful that it takes an expensive chemical process to separate it from the body.

The fins are much prized by Orientals as a food delicacy. The liver contains run from 80 to 70 per cent. of finest oil, of which about 10 per cent. is glycerine; shark liver oil is unsurpassed as a "body builder." The teeth are in great demand and fetch a high price for making into ornaments.

To leather manufacturers and boot-makers the hide of the shark is invaluable.

Shark hides range from an inch in thickness in the older fish to the consistency of paper in the baby shark. Soles of boots, leather for the finest suede shoes, a black pigmented product that makes shoe bags of most lasting quality in unchangeable lengths of leather that outstrip any patent leather ever made, tanned leather for upholstery, ever-wearing and rich to look upon—these are some of the uses to which the hides can be put, with profit to the manufacturer and lasting satisfaction to the buyer.

The possibilities are illimitable. "There's nothing like leather," runs the old adage. This will soon be altered to "There's nothing like shark."

Already a process has been successfully developed for the removal of the outer skin or "shagrin." This outer skin has the exact properties of sandpaper of the rough variety. For very fine work on wood polishing, the "shagrin" of the baby shark cannot be excelled.

Underneath, a section torn off reveals one of the greatest properties of the shark hide. This texture is woven and interlaced as if by a machine, and its extraordinary durability has never before been shown in any leather.

It takes six months or more treatment to prepare sole leather. It takes only fifteen days of specialized process to turn out shark leather.

There is no part of the shark that cannot be used. Even the skin of the stomach is valuable as an unrivalled material for working into beautiful cloths, soft and pliable.

The supply of sharks will be equal to any demand. In all the waters of the world they are found in abundance. Only twenty miles from the city of Vancouver, for instance, they are being caught in the mud between two islands, in the Gulf of Georgia, as fast as they can be handled, and Mr. E. Buchanan Reesor, in describing British Columbia's shark industry, quotes an authority as saying that in these northern Pacific waters alone there

Fresh Turkeys.
Fresh Chicken.
Fresh Ducks.

ELLIS & CO.
LIMITED,
203 WATER STREET.

New Potatoes.
New Cabbage.
New Beetroot.
New Celery.
New Cauliflower.
New Turnips.
Spanish Onions.
Cucumbers.
Green Peppers.
Ripe Tomatoes.

Honey in the Comb.

Ripe Bananas.
Japan Plums.
Blue Plums.
California Lemons.
California Oranges.
Grape Fruit.
Cantaloupes.
Dessert Apples.

"Callard & Bowser's"
Butter Scotch.
Rahah Lakuhm.
French Nougats.

"Cadbury's"
Milk Chocolate.
Chocolate Biscuits.

French Narbonne Honey.
Pate De Foie Gras.
Hors D'Oeuvre in tins.
Preserved Ginger.
Cryst. Ginger in cubes.
Blanched Almonds.
Almond Paste.

ELLIS & CO.

ANNOUNCING A Brand New Shipment of CORTICELLI FINGERING YARNS

"Australene," "Silvergleam"
and "Sylflake"

Beautiful New Shades in an almost endless variety. They are on display to-day on our Main Floor. Come and select your shades.

James Baird
LIMITED

Picnic Drinks!

If you're going motoring or motor-boating for a picnic, be sure to include a dozen or two of our Ginger Ale in your provision list. If you're fishing or berry-picking, you'll welcome it as a regular "cooler," and a delightful pick-me-up.

Our Ginger Ale is recommended for its purity and healthfulness by many satisfied customers. Try it to-day, you'll recommend it to your friends to-morrow.

Large \$1.40 per dozen
Small \$1.10 per dozen

Phone 1231. Drinks will be delivered between 5 and 6 p.m. the same day.



The aim of the British Aerated Water Co., Ltd., is a regular and perfect service. Let them serve you!

are millions of sharks. "The further north you go the more sharks you find, their feeding grounds extending from Vancouver to Alaska. Taking them from the bottom of the sea is automatic."—Daily Mail.

Derelect.

(By T. C. Bridges, in Daily Mail.) According to the United States Hydrographic Office, eight vessels are on an average wrecked yearly in the North Atlantic by collision with derelicts, and the average number of derelicts adrift at any time in that part of the ocean is not less than thirty.

A derelict is a wreck that does not sink at once. Such a vessel, if loaded with lumber or some similarly buoyant cargo, may remain afloat for weeks, even months. She may lose all her top hamper and so be rendered almost invisible. But the worst and most dangerous of all derelicts are those which have been built to the waterline, and such a wreck is more dreaded by sailors than icebergs, fogs, or storms.

Such was the Taurus, a Norwegian barge, which was sighted eighteen times before she was sought out and destroyed. Two ships actually collided with her, but happily without receiving serious injury.

The Dunmore, a 3,000-ton Cardiff steamer, abandoned off Newfoundland early in 1906, wandered about the Atlantic for more than two months before she was at last brought to book.

Queer stories of derelicts are to be found in the shipping records.

One day in 1904 a settler living on a small bay in New Caledonia went early in the morning to see a large sailing ship in the bay. She was veering about in an odd manner and did not seem to be under control. Taking his boat, the man pulled out, to find that there was not a soul aboard her. She was the British barge Dumfriesshire, a vessel of 1,150 tons, with a cargo valued at £25,000.

The explanation came later. Sailing from New Zealand to New Caledonia, the barge had struck a reef, and as she seemed to be sinking her crew abandoned her and pulled ashore. But she was not so badly holed as was thought, and the rising tide floated her, and she drifted into the bay, where the lucky settler picked her up.

Could a true history of vanished craft be written, the truth would surpass the wildest efforts of imagination. We have all read the story of the Marie Celeste, picked up off Gibraltar sound and seaworthy, with all sails set, yet with not a soul aboard.

Here is an incident which occurred nearer to our own shores, yet stranger still. On November 30, 1888, a large barge was seen off Deal, standing towards the Goodwin Sands. She was about five miles out, the weather was clear and moderate, and the big ship stood out clearly against the grey of the sky. Suddenly she seemed to flicker and vanish.

A number of luggers put out for five hours cruised about that water. Yet all they ever found was an empty, nameless ship's boat.

And here is the strangest part of the whole strange business. The sailing ships hereabouts are nowhere more than seven fathoms (42 ft.), and a ship of such size sunk in such shallow water her masts would have remained above the surface.

Fashions and Fads.

A feature much talked of for fall is the shoulder-to-hem panel at the back. Many of the new evening gowns graze the floor or allow their draperies to do so.

A pleated skirt of jade green Canton crepe is striped with narrow white bands.

A coat-trunk of bright mahogany wool velours is trimmed with moiré fur.

Three great ruffles scalloped in pink taffeta make the skirt of a gown a rose tulle.

Red tulle is used as a trimming and lining for a suit of dark blue tulle.

Plain and plaid taffeta bathing costumes are trimmed with wool fringe and embroidery.

An overdress of eyelet-embroidered cream tulle is worn over a slip of black tulle.

A long bodice of blue satin over a skirt of white serge makes a smart bathing costume.



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AN INTIMATE POR

By Shane Leslie, in D

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