TRAVEL

ANADIAN PACIFIC

OMESEEKERS EXCURSIONS

ets on Sale Every Wednesday until October 31st.

ll particulars, see Local Railway Agent, or write.

N. R. DesBrisay,
District Passenger Agent,
St. John, N. B.

d Manan S. S. Company

nd after June 1 and until further the steamer "Grand Manan" will follows:
ves Grand Manan Mondays at 7.00 r St. John via Campobello, Eastport ilson's Beach. Arrive at St. John m.
urning leaves Turnbull's Wharf, ays at 10.00 a.m. for Grand Manan ilson's Beach, Campobello and East- Arrive at Eastport 2.00 p.m., Grand n 5.00 p.m.
ves Grand Manan Wednesdays at m., for St. Stephen via Campobello, ort and St. Andrews.
urning leaves St. Stephen Thursdays 0 a.m., for Grand Manan via St. ws, Eastport and Campobello.
ves Grand Manan Fridays at 6.00 for St. John direct. Arrive at St. 0.30 a.m.
urning leaves St. John at 2.30 p.m. and Manan direct. Arrive at Grand n 7.00 p.m., same day.
ves Grand Manan for St. Andrews days at 7.00 a.m., via Campobello astport. Arrive at St. Andrews at a.m.
urning leaves St. Andrews at 1.30 ame day, via Eastport and Campo-

URIST EXCURSION RATES FRIDAYS AND SATURDAYS
day trip direct from Grand Manan John, returning same day; single 1.00, return $1.50.
day form St. John to Grand Manan ; returning via Eastport on Saturday or to St. John on Monday $2.00.
urday from Grand Manan to East- Campobello and St. Andrews, regular fares for round trip.
urdays when advertised and tides g, will run excursion trips to St. en touching all intermediate regular

antic Standard Time.

SCOTT D. GUPTILL,
Manager

ITIME STEAMSHIP CO., LTD.

ntil further notice the S. S. "Connors ," will run as follows: Leave Saint , N. B., Thorne Wharf and Ware- ing Company, Ltd., on Saturday, 7.30 , daylight time, for St. Andrews, N. B., ng at Dipper Harbor, Beaver Harbor, k's Harbor, Back Bay or Letite, Deer d, Red Store or St. George. Return- eave St. Andrews, N. B., Tuesday for ton, N. B., calling at Letite or Back Black's Harbor, Beaver Harbor and er Harbor. Weather and tide per- ing.
gent—Thorne Wharf and Warehous- Co., Ltd., 'Phone, 2581. Mgr., Lewis nors.
his company will not be responsible any debts contracted after this date out a written order from the company aptain of the steamer.

CHURCH SERVICES

BYTERIAN CHURCH—Revd. W. M. raser, B. Sc., Pastor. Services every nday, 11 a. m. and 7 p. m. Sunday hool, 2.30 p. m. Prayer services Fri y evening at 7.30.

THODIST CHURCH—Revd. R. W. Weddall A., Pastor. Services on Sunday at 11 m. and 7 p. m. Sunday School 12.00 Prayer service, Friday evening at 30.

ANDREW CHURCH—Revd. Father eahan, D. D. Pastor. Services Sun- y at 8.00 a. m., 10.30 a. m. and 7.30 m.

SAINTS CHURCH—Revd. Geo. L. liott, B. A., Rector. Services Holy mmunion Sundays 8.00 a. m. 1st nday at 11 a. m. Morning Prayer d Sermon on Sundays 11 a. m. venings—Prayer and Sermon on Sun- ys at 7.00 p. m. Fridays, Evening rayer Service 7.30.

TIST CHURCH—Rev. William Amos, astor. Services on Sunday at 11 a. m. d 7 p. m., Sunday School after the orning service. Prayer Service, Wed- esday evening at 7.30. Service at ayside every Sunday afternoon at 3 clock except the last Sunday in the onth when it is held at 7 in the vening.

T. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

ffice Hours from 8 a.m to 8 p.m.
oney Orders and Savings Bank Busi- s transacted during open hours.
etters within the Dominion and to the ted States and Mexico, Great Britain pt and all parts of the British Empire, nts per ounce or fraction thereof. In ition to the postage necessary, each h letter must have affixed a one-cent ar Tax" stamp. To other countries, 5 s for the first ounce, and 3 cents for h additional ounce. Letters to which 5 cent rate applies do *not* require the ar Tax" stamp.
ost Cards one cent each to any address Canada, United States and Mexico. e-cent post cards must have a one-cent ar Stamp" affixed, or a two-cent card be used. Post cards two cents each other countries. The two-cent cards *not* require the "War Tax" stamp.
ewspapers and periodicals, to any ad ss in Canada, United States and xico, one cent per four ounces.

RRIVES: 12.20 p. m. CLOSES: 5.05 p. m.
ail Matter for Registration must be Posted half an previous to the Closing of Ordinary Mail.

ERIFF'S OFFICE ST. ANDREWS, N. B.
R. A. STUART, HIGH SHERIFF

Time of Sittings of Courts in the County Charlotte:—
CIRCUIT COURT: Tuesday, May 8, 17, Chief Justice K. B. D. McKeown; esday, October 2, 1917, Justice Chand-

COUNTY COURT: First Tuesday in Feb- ary and June, and the Fourth Tuesday October in each year.
Judge Carleton.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, JUNE 30, 1917 — NO. 53

COLLECT FOR DOMINION DAY

FATHER of Nations! Help of the feeble hand,
Strength of the strong! to whom the nations kneel!
Stay and destroyer, at whose just command
Earth's kingdoms tremble and her empires reel!
Who dost the low uplift, the small make great,
And dost abase the ignorantly proud;
Of our scant people mould a mighty state,
To the strong stern, to Thee in meekness bowed!
Father of unity, make this people one!
Weld, interfuse them in the patriot's flame,—
Whose forging on Thine anvil was begun
In blood late shed to purge the common shame:
That so our hearts, the fever of faction done,
Banish old feud in our young nation's name.

CHARLES G. D. ROBERTS.

THE ADMIRAL ON DUTY IN HIS ROSE GARDEN

THE city editor said: "Go out to Roslyn and write about Rear-Admiral Aaron Ward's rose gardens. Open to the public from June 16 until June 21, for the benefit of the American Ambulance. Ask the Admiral to tell about rose culture. You know, old sea fighter talks on rose growing. . . . Used to command the ocean, chased the Armenian atrocities over in heathen waters in 1905, fought like a sea dog in the Spanish-American War—now he's an authority on roses. You know. An Admiral in a rose garden. An Admiral may look at a rose."

And a ship reporter might look at an Admiral looking at a rose and never be able to record it. For the Admiral in his gardens this morning did not look at a rose, but a thousand roses. June roses! June roses in the rain-washed, sun-struck gardens of an Admiral. Perfume, o' heaven. Birds. Blue harbor through velvet trees. Squirrels cavorting. Iris borders. Wistaria roofs. Columbine. Butterflies and bees over red roses, white roses, yellow roses, sunrise, midday, curfew, sunset roses. Budded and bloomed. *Tausendschön!* Write words about these?

But the Admiral himself has challenged a ship reporter to write of roses. He turned toward what he called the little "half-raters" in Hempstead Harbor, a-lolling at the foot of his gardens, and, said he:

"You know, it's always been my belief that a sailor man's absolutely no good unless he *thinks* he can—ride a horse, handle a baby, and run a garden. So on my own theory I had to try to find out how to run a rose garden. Though I'm nothing but a helper beside Mrs. Ward, the rose expert. When Permet, the Edison of rose culture, comes over from Lyons, France, he hobnobs with Mrs. Ward, and you soon find out my status."

Going through the house to the garden, by way of getting up steam, said we:

"You don't have common rose bugs out here in Roslyn, do you, Admiral?"

"Rose bugs! Children of the devil! Oh, don't we? We work all day shipping them from the young green of my choice plants to another port—turn our backs, and here they are again! Children of the——"

AHOY! THE ROSE GARDEN

Under his flowering hawthorne trees walked the Admiral—the man who had commanded the U. S. S. *Pennsylvania*, supervised New York harbor, commanded the *Wasp* during the Spanish-American War, and been promoted for "eminent and conspicuous service in battle"—clutching vicious-looking rose scissors—emblems of peaceful pursuits. Ahoy, the rose garden!

"To the most beautiful rose in my garden—the Mrs. Aaron Ward," said the Admiral, standing before a centre bed of Indian yellows, low, perfect bushes, with a delicate perfume of the far East! The Mrs. Aaron Ward is known to rose-growers wherever good rose-growers are. Mrs. Aaron Ward herself at that particular moment was over in the iris path, seemingly on the brink where one step would take her into the blue of Hempstead harbor. The Admiral's lady was snipping here and snipping and weeding there, bending over her thirty-seven varieties of iris that looked more orchid than iris, more violent mist than real, to be ready for the opening to-day.

"And here's your humble servant," said the Admiral, thrusting his thumb at a long bed of "Admiral Wards," red roses, with a seagoing air. The little fellows next to the Admirals, budded and thrifty, were what he called his "midship men"—Admirals that had been planted only one year. Permet, the premier *rosieriste*, named another rose after the Admiral's estate—"Willowmere"—and let it burst itself in shrimp pink in Roslyn after seeing first light in the south of France. There is a bed of "Willowmere" over there. Turn to your right. And be careful of your petticoats, says the Admiral. The men can go through the rose gardens scot free and foot free, but it's the dear ladies who brush the new buds with their skirts, brushing them.

"Flowers are shy this year." The Admiral was standing under his trellis of wistaria, a hundred years old. "They are late and shy of blooming. Even my pet here is taking her time." The Admiral's pet was a great white rose with a cream centre—the Anatem Teyssier. With a June caterpillar wrapped snugly in one of its leaves! The Admiral bore down upon it in wrath.

NO CHANCE FOR CATERPILLARS

"I make my living chasing rose caterpillars," said he, sending that wriggler to the last port of call. "Every leaf in the rose garden is gone over every day. Let them go a week or so and you will see 300 of the sneaks buried in the rose leaves. And keep your mind on it, when you are hunting caterpillars—don't think about Christy Mathewson or hand-painted chiffon, but CATERPILLARS. If you don't, it will be too late. By the middle of July there are no caterpillars, and no rose leaves either.

"If you wan't clean-looking leaves like my plants have here, just use ordinary intelligence and take care of them. Watch the weather. For instance, the weather has been running in the last two or three weeks at about 59 or 60 degrees at night. Now, when that rattling blow and rain came Thursday, the chances were ten to one that the thermometer would drop like a plummet. When it did, I was ready to go at five o'clock in the morning into that little house over there and take my pitcher and the spraying stuff for mildew. The thermometer did not do as expected. But I was ready.

"Mildew spreads all over rose leaves. When in one way or another you injure those leaves, it is like removing a fellow's lungs. The leaves can't breathe. They wither and shrivel. You have to watch out for mildew when there comes a rain like we had Thursday—it knocked the very stuffing out of this garden, the young tornado. Down in Manila Bay I've seen it rain three inches in an hour. That was a solid sheet of water. We had two inches in an hour hour here Thursday, and I've never seen any record like that for a non-tropical country. It riddled my garden in gullies."

HOW THE MONTH'S LOG READ

The Admiral whipped out of his pocket his "rose log" and turned to the entry for Thursday:

"No really clear twenty-four hour day this month so far. Teyssier, Roller coming, also Herriot, Paul, Carmine Pillar, and Noella opening. Otherwise no sun, no roses, and the rain steadily day or night and day and night." Thus read the Admiral's "rose log," in which he records the history of all rose planting, the location of the beds, also blue and red pencil "eye-catchers" for rose phenomena to be expected.

The Admiral runs his gardens by a chart in which he has plotted every bed and tree, and by a barometer of ship size. The gable-roofed bird houses in the garden are his turrets, and the tall trees hard by the harbor, his lookouts. The cats do dog-watch in his garden and the birds pipe the bells.

A GUN TRAINED FOR CATS

"You are now sitting opposite border bed 'A East,' said the Admiral. "The chart shows when it was planted and what's in it. And trained on this spot is a gun."

The Admiral shivered his salt-silvered eye-brows and looked like a lowering cloud with a smile behind it, to see the effect of his intimidation.

"Yes, sir, on that fence at the other side of the garden is trained a gun—for cats. Every Polak on my place knows that the gun is ready for firing and that I'll pay twenty-five cents for every cat brought to me from the spot where the bird-stealer fell. And I take care they don't bring me the same cat twice, too. To tell the truth it is squirrels in my garden who eat more than I ever dare tell Mrs Ward about. I let them have all our English walnuts and seckle pears and then—then we have squirrel pot-pie, the wasteful devils!"

So a squirrel may look at a rose in the Admiral's garden. In two or three days when the height of the bloom begins, if the sun will only shine, a squirrel may look at ten thousand blooms on one fence, at two thousand roses unfold in forty-eight hours, at 10,000 "whoppers" from one little corner of the garden to another! There are about 3,000 plants in the garden and most of them bloom through the summer until early autumn. The Admiral grows roses to live with them and he lives in his garden the whole summer and fall. Over a step, is the hammock where the Admiral's lady rests in rose air after the June onlookers go.

Mrs. Ward has tried out nearly 1,000 new roses in the last twenty-five years, and the 125 that have been allowed to remain are all around her. Every year, it seems, the world rosarians find new varieties, the products of their hybridizing, and every year they come from all over the world to the Admiral's rose gardens to try to make good in Roslyn soil and Roslyn air. But this year—none. The war has intervened. In 1910 fifty-six new roses came on the carpet. The number has dwindled until last year there were only twelve new ones.

"Humph! Anybody with ordinary intelligence can grow roses, if he is willing to get down and dig," said the Admiral. "There are just three things that rose-growers in the East do to prevent them from attaining the heights of the art." He enumerated them as follows:

"Inadequate protection in winter. Unguided choice, that is, selecting too week growers for this climate. Lack of watchfulness of the foliage in the summer, with reference to mildew and black spot. And there is something else that I want to emphasize on the American mind. Work in your own garden yourself! You may not do all the work, but you ought to do something; otherwise it is not your garden. Look at me. I'm out all day in all kinds of weather. And in the name of good roses, don't leave faded roses or anything else that has bloomed and gone on the stalks to take the strength. Go through every morning and snip, snip, if you want rattling good flowers. I wish to the Lord you could see these roses fully out. That young tornado and no sun! Bah!"

Then he went around to his trial bed, where there are dozens of little shoots—which nobody knows, not even the Admiral, what they will turn out to be—to the nether side of the hillock where lies his all-California bed, to his bush of green roses of 1842 make, and down the forget-me-not path to the blue rambler, the *veilchenblau*. He turned up the face Juliet, a Pernet, with sunrise and sunset in a great petal-burst, and his Conrad Ferdinand Meyer, which he said was crossed with La France. The Admiral's roses are pedigreed, some rare sweep-stakes filly. He thrust his weeder at a hairy moss rose by name Le Poilu, and said that was the second best name ever invented for a rose. The Admiral's first best name is Souvenir d'un Ami, a tender blush tea rose.

In a little book called "One Year of Rose Work," the Admiral has described his garden for the benefit of the American Ambulance. Fifty cents, it costs. And he says thereby he has made a "pot of money." For things seem to hum in his garden work when he dedicates it to the American Ambulance. He has faith that the "young tornado" will turn its sunny side out when the exhibition is on next week. This very day, he says, red rose Lieut. H. T. Chaure, in memory of Lieut. Chaure, of the dirigible La Republique of the French army, burned up in midair, is fighting its way out to be in bloom for the American Ambulance. For to-day, according to the Admiral, is the "kick off" of the rose year at "Willowmere."—*New York Evening Post.*

Minard's Liniment Cures Diphtheria.

GOVERNMENT APPOINTMENTS IN CHARLOTTE COUNTY

Included in the Government appointments announced in the last issue of the *Royal Gazette* are the following for Charlotte County:—

Frank H. Beek, W. F. Matthews, Edwin Cheney and Edwin A. McNeill to be issuers of marriage licenses in place of H. M. Webber, Wm. C. Osborne, J. D. McDowell and James H. Ward, respectively, removed for cause.

Eustace Ghurch, of Milltown, to be police magistrate, in place of Arthur Hiltz, removed for cause.

N. Mark Mills to be Clerk of the Charlotte County Court, in place of George H. I. Cockburn, removed for cause.

N. Mark Mills to be Judge of Probate in place of Melville N. Cockburn, removed for cause.

N. Mark Mills to be Clerk of the Circuits in place of Meiville N. Cockburn, removed for cause.

N. Mark Mills to be a Master of the Supreme Court, in place of Melville N. Cockburn, removed for cause.

Wm. McLean, of North Head, Grand Manan; George Dalzell, of Castalia; Arthur G. Barteau, of Leonardville; Wilford S. Wentworth, of Fairhaven; Robert Mawhinney, of Mace's Bay, and B. L. Paul, of Beaver Harbor, to be vendors of school books in place of Edwin Redmond, H. C. Cronk and C. O. Leonardsville Trading Co., Fairhaven Company, Joseph Ellis and George McKay, respectively, removed for cause.

Howard Wallace, of Cummings' Cove, to be a vendor of school books.

PATRIOTISM BEFORE PROFIT

Canadian profiteers who have grown enormously rich through war-time conditions should study the following remarks of U. S. Secretary Lane:

Washington, June 26.—Four hundred bituminous and anthracite coal operators gathered here to consider reduction of coal prices for the Government and public, joined in a demonstration of approval today when Secretary Lane warned them that the sensible, patriotic, and American thing to do was to put into the hands of some one or some small group the fixing of a low price on coal.

Secretary Lane minced no words in telling the coal men they should be patriotic enough to forgo profits for successful conduct of the war.

"The success of the country in this great war," he said, "rests on you and you are responsible just the same as the soldiers in the trenches, Pershing in France, or the President in the White House. You control the fundamental industry. How much vision have you? Are you small or big, are you petty politicians or statesmen? The country will not stand anything but a large policy from large men. There must be some new adjustment of the coal industry. When your boy and mine are going to the front is no time for you to reap an advantage, even when it comes under normal demands of trade. The life of the nation is at stake, and there are greater things than making money. Is there a man who will say to me, 'You can send your boy to France while I stay here and coin his blood into dollars?' To be an American citizen is not merely to make a million dollars, but it is to uphold the arm of the man who is making the fight for his country."

RECRUITING IN NEW BRUNSWICK

The official report of the result of recruiting in the Province of New Brunswick, for home and overseas service, for the week ending June 23, is as follows:

York County:	
236th Battalion	202
Canadian Engineers	10
No. 2 Forestry Company	9
8th Field Am. Depôt	19
	—240
Kings County:	
No. 2 Forestry Company	33
St. John County:	
Canadian Engineers	6
Div. Signalling Corps	1
Machine Gun Draft	3
No. 2 Forestry Company	4
8th Field Am. Depôt	4
	—18
Gloucester County:	
No. 2 Forestry Company	8
Carleton County:	
No. 2 Forestry Company	1
Canadian Engineers	2
	—3
Westmorland County:	
D. A. C. Depôt	1
Canadian Engineers	1
	—2
Charlotte County:	
9th Siege Battery	1
Albert County	0
Northumberland County	0
Madawaska County	0
Queens and Sunbury Counties	0
Kent County	0
Victoria County	0
Restigouche County	0
Total for week	305

N. B.—Of the 240 recruits reported for York County 232 were secured in the United States.

THEN AND NOW

David R. Forgan, Chicago bank president, who was in Detroit last week to attend the dinner of the Bankers' Club of Detroit, was talking of his early days in Scotland in contrast with the present conditions in the United States. "When a boy," he said, "I went to the kirk on Sunday. It was a miserable building. Mother Earth was the floor and the benches were hard and uncomfortable. We used to rise and sing, 'Praise God from Whom all Blessings Flow.' I still go to church on Sunday, but now I go to a beautiful edifice. The seats are cushioned and restful. I lean back and listen to a $5,000 a year soprano sing 'Art thou weary? Art thou languid?'"—*The Chicago Tribune.*

News of the Sea

——New York, June 20.—The Associated Press this afternoon carries the following:

"The passenger steamship *Ansonia*, of 8,153 tons gross register, owned by the Cunard line, was hit by a torpedo and badly damaged on her last trip from a Canadian port, it was learned here to-day. The attack took place off the Irish coast, the report said, and while the liner was crippled, she managed to make her way into a nearby port, where she is now on dry dock.

"The *Ansonia* has been in the government service since June, 1915, except for brief periods when she was used in the Cunard line trade out of New York. She was last here in April."

——Boston, June 20.—The Warren line *Bay State*, from Boston May 31 for Liverpool, has been sunk by a German submarine. Advices to the company to-day stated that all members of the crew had been saved. The *Bay State*, under command of Captain Alexander Fenton, was armed, carried a crew of fifty and a cargo valued at upwards of $2,000,000.

The *Bay State*, a vessel of 6,583 tons gross, was built in 1915, and was owned by Furness Withy & Company, Ltd.

The Dutch steamer *Fomdijk*, which left Boston May 13 for Rotterdam, with grain for the Holland government, has been sunk, according to advices received by agents here to-day. First reports gave no details as to the safety of the crew.

The sinking of the British steamer *Elete*, presumably by a German submarine, was reported in a cable message received to-day by the Leyland line from Captain Pierce, her commander. The vessel left Boston on June 8 for Manchester, England, with a general cargo. The message made no reference to the crew.

——Rome, June 21.—Two Italian steamers and five sailing ships were torpedoed by submarines during the last week, according to the official weekly announcement made public to-day. Two other steamers were attacked but escaped.

During the same period 606 ships with a total gross tonnage of 443,170 entered Italian ports and 531 ships with a tonnage of 481,755 sailed.

——Paris, June 21.—A German submarine which torpedoed a British steamer, turned its guns on the lifeboats and killed eight of the occupants. The Admiralty announced this last night.

"One of our patrol boats of the Brittany flotilla," the statement says, "picked up fifty men belonging to a British steamer and drove off with its guns two submarine which were still close to the boats which the British crew had taken refuge the night before. A patrol boat of the same flotilla saved forty men from a British steamer. The submarine which torpedoed her, turned its guns on the lifeboats, killing eight of the occupants."

——New York, June 22.—The Danish steamship *Orion*, a vessel of 1,848 tons gross register, was sunk by a German submarine June 4 in the North Sea, according to officers of a Dutch ship which arrived here to-day. The officers said they picked up the crew of the *Orion* at sea a few hours after their vessel was sent to the bottom, and they landed the men at a Norwegian port. No lives were lost.

The *Orion* was last reported leaving here in March for Copenhagen and was on a return voyage to Savannah, Ga., when she was destroyed.

——London, June 22.—The sinking of the Norwegian steamer *Cederic* is reported in a Central News dispatch from Copenhagen, which credits the announcement to the Norwegian Foreign Office. The captain and twelve men are said to be missing.

It was reported several days ago that the *Cederic*, a freighter of 1,128 tons, which left New York May 28 for Liverpool, has been sunk, but the New York agents of the line said they had no official advices. No word had been received previously as to the fate of the crew.

——London, June 23.—The Norwegian steamer *Laalefos* has been sunk by a German submarine.

——Montreal, June 25—The British steamship *Ortolan*, a vessel of 2,145 tons gross, owned by the General Steam Navigation Company of London, was torpedoed and sunk by a German submarine on June 14, and three of her crew lost their lives, according to survivors of the ship who arrived here to-day.

The *Ortolan*, when torpedoed, was on her way from Genoa to Liverpool. She was sunk without warning and not until the crew were in their lifeboats did they get a sight of the U-boat.

An American vessel which was about four miles from the scene of the sinking came to the rescue, and several shots were fired at the submersible from guns on board that ship.

——London, June 26—The sinking of the Norwegian steamship *Volette* by a German submarine is reported in a Central News dispatch from Copenhagen. Fifteen of those on board, including five women, were rescued. The others lost their lives. The Swedish steamer *Gothia* has been sunk. Four men and two women are missing.

——London, June 27.—A Central News dispatch from Copenhagen says the Norwegian steamship *Kong Haakon* has been sunk by a German submarine, and that only six of the crew were saved.

There are two Norwegian ships *Kong Haakon*, of 2,231 and 874 tons gross.

The Norwegian steamship *Maggie*, 1,118 tons gross, has been sunk in the Atlantic. The crew was saved.

——London, June 27.—The American sailing ship *Galena*, 1,048 tons, was sunk by a bomb on June 25. There were no casualties. The *Galena* was sunk off Ushant Island, off the coast of France, 26 miles northwest of Brest. Fifteen survivors were taken to Brest.

——New York, June 27.—The Greek steamship *N. Hadzikyriakos* was torpedoed and sunk by a German submarine about 400 miles off the England coast on May 31 with a loss of 22 lives, it was announced here to-day by D. J. Theophilatos, agent for the owners.

The vessel 2,503 tons gross, was on her way from South America to England. Word of the destruction reached here in a cablegram from the chief engineer, one of the survivors.

——Bombay, India, June 27—The Peninsular and Oriental liner *Mongolia* struck a mine and sank off Bombay on June 23. The passengers and crew have arrived at Bombay. The mails are believed to have been lost.

The *Mongolia*, a British steamer of 9,505 tons gross was built in 1902 at Greenock. She was 520 feet long, 58 feet beam aed 24 feet depth.

London, June 27—The *Mongolia* was bound from London. Full details of the disaster have not yet been received here, and the information so far at hand does not indicate precisely whether all the passengers and crew were saved.

——London, June 27.—Twenty-one British vessels of more than 1,600 tons each, and seven under 1,600 tons were sunk by mines or submarines last week, according to the weekly statement of losses issued by the Admiralty this evening.

No fishing vessels met with disaster.

The Admiralty statement reads:

"Arrivals, 2,876; sailings, 2,923.

"British merchant ships over 1,600 tons, including one previously, sunk by mine or submarine 21; under 1,600 tons, including one previously, seven.

"British merchant ships unsuccessfully attacked, including seven previously, 22."

The aggregate number of vessels flying the British flag destroyed by mines or submarines last week shows a net falling off of five, as compared with the losses reported the previous week, which numbered 32, of which 27 were of more than 1,600 tons, and five in the smaller division.

Losses by weekly returns since the middle of April were:

Week ending—	Over 1,600 tons.	Under 1,600 tons.
April 21	40	15
April 28	38	13
May 5	24	22
May 12	18	5
May 19	18	9
May 26	18	1
June 3	15	3
June 10	22	10
June 17	27	5
June 24	21	7

CANADIAN NEWS

——Ottawa, June 22.—The Dominion Government to-day took over the Crows Nest mines, long suspended through the strike. W. H. Armstrong, of Vancouver, has been appointed as commissioner to operate the mines or to direct the owners to do so under the War Measures Act. Work will be resumed night and day to make up for lost time.

——Toronto, June 22.—Fearing that the existing shortage of freight and coal cars will materially hamper the movement of commodities and coal next fall, the Council of the Toronto Board of Trade have taken up the matter with a view to preventing a recurrence of the coal famine of last winter. They are appealing to the Dominion Government to co-operate with the railways in an effort to cope with the situation which at present warrants immediate action. Similar action has been taken by the United States Government, which, at present, is conferring with American car builders with a view to obtaining for the American railways an additional 100,000 box and gondola cars at a cost of $1,500 each.

——Ottawa, June 25—Food Controller W. J. Hanna, reported from Toronto today that his mission to Washington had been successful in arranging for co-operation in the work between himself and United States Food Controller Hoover. Mr. Hanna will return at once to Ottawa to organize the Canadian policy.

——Ottawa, June 25.—The Canadian Government has appointed a commission to meet representatives of the United States and endeaver to settle international fishing differences on the Pacific coast. The Canadian commissioners are Sandford Evans, Ottawa; F. T. James, Toronto, and H. B. Thomson, Victoria, B. C.

——Ottawa, June 25.—The British Columbia senatorial representation was completed on Saturday by the appointment of E. A. Planta, of Nanaimo, and L. W. Shatford Hedley, to fill the vacancies created by the deaths of Hon. Wm. J. MacDonald and Hon. George Riley. Senator Hedley is a native of Nova Scotia and 44 years of age. Senator Planta was president of the British Columbia Conservative Association.

The Senate, as at present constituted, consists of 38 Conservatives and 39 Liberals, with ten vacancies. The vacant senatorships are: one from New Brunswick, three in Quebec, one in Manitoba, and five in Ontario.

——Ottawa, June 26.—In spite of the spread of prohibition in Canada, the inland revenue for May amounted to $2,386,733, or $35,000 more than the receipts for May, 1916. The chief sources of revenue were the duties on tobacco, which yielded $973,267, those on spirits which brought $804,255, and the war taxation which netted $268,221.

Wife—"How many times have I told you not to play poker?" Hub—"But, my dear, I won last night." Wife—"Well, why didn't you say so before?"—*Buffalo Express.*

New Junior Partner—"Well, I've succeeded in settling that Hooper case, dad." Senior Partner—"What! Good heavens, boy, I gave you that case as an annuity." *Boston Transcript.*

Chollie—"When I was a boy you know the doctor said if I didn't stop smoking cigarettes I would become feeble-minded." Miss Keen—"And why didn't you stop?"—*Puck.*

News of the Week

——London, June 21—The correspondent of Reuter's in Cairo learns from most reliable sources that a large number of British and Indian prisoners taken by the Turks in Mesopotamia have succumbed to ill-treatment or lack of proper medical attention. "A resident of Taurus," says the correspondent, "testified that in the prison camp there more than half of the men captured at Kut-el-Amara are now dead.

——Amsterdam, June 22—Capt. Eichler, formerly a commander on the Hamburg-American liners *Imperator* and *Vaterland*, perished in the destruction of the Zeppelin Z-48 over England last Sunday, according to the *Leipziger Neueste Nachrichten*. Capt. Eichler was the leader of the airship squadron of which the Z-48, commanded by Capt. Victor Schuetze, was the flagship.

Capt. Eichler took part in many air raids against England England. When the Z-48 was shot down in flames, all on board were lost.

——Seattle, June 23—Travellers from southwestern Alaska report that Mount Douglas and Mount Iliamna, volcanoes on the west shore of Cook Inlet, are discharging fire, ashes, and smoke, and that the activity of these peaks is increasing. The entire Aleutian range, from Cold Bay, Shelikoff Strait, to Mount Iliamna, appears to be ablaze. Mount Douglas had been silent fifteen years.

——London, June 23—According to this morning's newspapers, the Government's reduction in the annual output of beer to 10,000,000 barrels, decreed last February, proved too drastic. There has been a deficient supply in the munitions areas during the recent hot weather, which condition, added to the prospective difficulty in the rural districts at harvest time, has influenced the Government to allow an immediate increase of 33 per cent. in the barrelage of beer.

——London, June 23—Telegrams from Bombay say that the restrictions placed by the Government on Mrs. Annie Besant and her colleagues are the sequel to a violent Home Rule agitation which was distinguished by a vilification of everything British and Western. The restrictive measures evoked a storm of adverse comment in the native press, and protest meetings were organized. The local British press welcomes the restrictions silencing the dangerous movement.

Mrs. Besant has been forbidden by the Indian Government to participate in any meetings, deliver lectures, or publish her writings. She and her associates are also prohibited from residing in Madras City and ordered to remain within certain areas. Their correspondence has been placed under consorship.

Mrs. Besant is head of the Theosophical Society, and was expelled from the Presidency of Bombay last year for preaching revolt in India.

——London, June 24—The Duke of Connaught was the central figure at huge gatherings at Royal Albert Hall yesterday and to-day, when 8,000 Freemasons assembled from all parts of the British Isles and overseas to celebrate the bi-centenary of the Grand Lodge of England. Canadian masonry was represenled at both gatherings by Sir Edward Letchworth, grand secretary, on behalf of the Quebec Grand Lodge, and Col. Obed Smith for the Saskatchewan and Nova Scotia grand lodges. Many other Canadian craft also attended.

——London, June 25.—*The Times* learns that in view of the recent decision of King George that those princes of his family who are his subjects and bear German names and titles should relinquish them, the Duke of Teck takes the title of Marquis of Cambridge and Prince Alexander of Battenburg becomes Marquis of Carisbrooke.

——London, June 26.—Official figures of the casualities in the London air raid on June 13 were announced yesterday. Subsequent deaths, and the discovery of more bodies in débris have brought the number to 91 men, 24 women, and 42 children. The injured number 220 men, 110 women, and 100 children.

——London, June 26.—According to *The Times* King George has revived for Princes Louis of Battenburg the dormant royal title of Marquis of Milfordhaven, which was used by King George II before he ascended the throne. Prince George of Battenburg, eldest son of Prince Louis, will be Earl of Medina, and the second son of Prince Louis will be Lord Mountbatten. Prince Alexander of Teck will be known as the Earl of Athlone. These changes are the result of King George's decision to drop all titles of German origin.

——Paris, June 26—The decision to suspend constitutional guarantees in Spain was reached at a special meeting of the cabinet yesterday, after which Premier Dato took to the palace the decree authorizing the measure, to obtain the King's signature. It goes into effect to-day.

Dispatches from Madrid gave no especial reason for this action. The constitutional guarantees have been suspended several times since the outbreak of the war and were restored only recently. It is assumed that the crisis through which the country is passing is not developing as favorably as Premier Dato hoped.

——Fairview, Utah, June 25.—The dam of the Price River Irrigation Company, 12 miles from here, which started to break yesterday, is a total loss. The damage is $3,000,000.

"He's a food speculator." "But he looks half starved." "That's it—he's always speculating as to whether he'll get all the food he needs at the next meal."—*Buffalo Express.*

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