

TO JUSTIFY "HIGH SEAS"
The law does not allow more
kinds of soup, two hors
and two meat dishes to ap
the bill of fare at once, and
each of these may be served
single person.

Invitation of Quarterly Board
of Central Methodist
Church Accepted.
LAYMEN'S ASS'N
ELECTS OFFICERS
Statistics Show 14,824 Mem-
bers—1,200 Have Enlisted
for Overseas Service.

RS OF GOLD
R WAR DOGS OF
GREAT COURAGE

dogs had the principal honors
of the third annual public sitting
of the Societe Protectrice des Ani-
maux. Mr. Guillon, Inspector of vit-
iculture of the Ministry of Agriculture,
presided. The prizes were awarded to
the dogs of the following cities:
Paris, belonging to Sergeant
Lair, of the First Regiment of
Artillery, who saved his master on Decem-
ber 14, on the battle field of Ro-

the distinguished himself on
his intelligence and the val-
our he rendered to the unit
he was attached. Louie un-
der was unable to hear the
of the public, for he has now
reformed" on account of deaf-

JOURNEY TO RETIRE.
Charlotte County
EXHIBITION STAKES
Declared Off Owing to Small
Number of Entries and Re-
open Till June 20th.

W Cheeks
that the stomach is not prop-
erly regulated, a physical condition always
exists, salivaceous or dull eyes all
eed Of
to these conditions should
be beneficial effect.
the necessary relief. They
regulate the liver, regulate the
and through action quickly
and experience the help of
's Pills

Next Meeting
of Conference
in Moncton
Invitation of Quarterly Board
of Central Methodist
Church Accepted.

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for Overseas Service.

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# New Air Methods At The Front

## Allied Aviators Now Make Reconnaissances in Groups, a Small but Efficient Fighting Corps—New Method More Costly to Enemy and Less Dangerous for Our Airmen.

By C. G. Gray, Editor of the Aeroplane
Two of the most satisfactory fea-
tures of the war from the Allies' point
of view during the past month are the
remarkable diminution in the losses
among the Allies' aircraft, and the in-
disputable fact that the Germans have
lost during the month more aeroplanes
than the French and British. It would
be unwise, all the same to assume
from this that French and British
aeroplanes have suddenly attained ab-
solute dominance in the air.
On a previous occasion when it was
claimed for British aeroplanes that
they were so much superior in the air
that no German aeroplane dare cross
the lines, it was proved quite clearly
afterwards that the reason was that
all the most powerful and most reli-
able German aeroplanes had been
sent to the eastern area, first of all
to reconnoitre over the Russian front
—which meant journeys of 100 miles
out and 100 miles back—over forest,
swamp, and mountain—and later to
the Serbian war area, where many long
journeys were necessary over country
which provided no possible landing
ground.

### UNLISTED HEROES

By Winifred James.
I shall never forget the warm, af-
fectionate glow that came over me in
a strange suburb at the sight of a bus
that belonged to my own quarter. It
was in the days of the horse bus, the
time when a journey was a journey,
and when if you wanted to lurch with
someone at Highgate you didn't leave
it too long after breakfast before you
began to get ready. Out in the wilds
of somewhere forgotten now, but dis-
tant enough for one to feel that all
the ways were strange ways and home
a place not to be reached without
much waiting at many stations, there
came round the corner of the street
in which I was walking, my old friend
the Royal Blue. Last—I think—of its
line to go, suffering in its latter days
many changes, knowing no sure abid-
ing route for longer than a week, crip-
pling up spasmodically in unexpected
districts; but at one time the first and
only ad to Bond-street from Victoria
and sure and certain in its journeys
as the seasons, if almost as long to
be waited for. Using it only from Vic-
toria-street to Oxford-street, as far as
I was concerned, it had no reason af-
ter that to be, and I recognized it
again with the same affable surprise
I always feel when I hear that the peo-
ple I used to know in childhood are
still alive. The necessity for the ex-

grateful to it for being a ball
of wool.
Far away in places where all sights
and sounds are strange, where the
very skies and trees are helping to
obscure even the remembrance of
one's own country, one feels like a
child in an attic nursery with all the
rest of the family down at the bottom
of the house. And if for a moment
someone who has mounted the long
stretch of stair steps and speaks a
word through the half-open door in
passing, the sense of desertion and
aloneness goes, and security comes
again. So it is with us who live away.
I've never been in Glasgow, I've never
been in Belfast, and the only time I
went to Greenwich I came back with
a headache, and a china flask I paid
through the nose for. Yet whenever
I go down among wharves and docks
in alien places and I see those names
spread out over the tail of a ship,
something springs in my heart and
my tears close up my throat. And
I'm not a young, impressionable thing,
mind that. I had a Cornishman for a
father, and that's for hardness, a York-
shire woman for a mother, and that's
for practicality, a Dane for a great-
great-grandfather, and that might set
the love divided; and I was born in
Australia, which doesn't exactly force
tradition. But there it is. The names
on the stern are picture-books that
call up visions, the ships come with
the memory of home waters still upon
their breasts; the men who sail their
home have walked for streets we
dream of, and, wonder of all wonders,
if you just creep up that bit of board
and stayed where you were long
enough, without moving, you would be
home yourself. Nothing but a sea-
sick plank between you and gas lamps
and the dusky streets and the intima-
cy of quiet houses and the tall
among friends. The nippy, shrewd-
eyed little first mate jerking orders
at the man in the hold is almost le-
gendary, because of the aridity from
which he comes, and you could wish
nothing more than to touch the sleeve
of his coat that you might for one
moment touch that which had rubbed
shoulders with the common things of
home.

ing otherwise on small, fast fighting
machines to prevent French and Brit-
ish aeroplanes from penetrating be-
hind the German lines. Early in the
year these machines were the nota-
ble Fokker monoplane, about which
so much was written. Since then, as
I have stated in a previous article,
small and even faster tractor biplanes
have been put into use.

Flying in Flocks.
The method of reconnaissance em-
ployed at the present time by the Al-
lies is entirely altered, and as the
Germans know it—apparently to their
cost—there is no reason why the peo-
ple who have to pay for the machines,
and whose families have to supply
the men, should not know it also. In-
stead of sending a single aeroplane
out to wander over the German lines
alone, either on reconnaissance or for
artillery spotting, the slower machines
now go out in flocks. Each machine
has its arms for self-defence, and each
little flock is protected by one or more
high-speed fighting machines, accord-
ing to the size of the flock.

The Russian Front.
It is now only a few weeks since
the Russians themselves recorded the
fact that German aeroplanes were con-
stantly seen 100 miles behind their
Russian front, evidently doing their
utmost to find out where Russian
troops were concentrating for the
great attack which the Germans are
constantly expecting there. All this
work must necessarily deplete the
supply of German aircraft on the west-
ern front, and this is proved by the
fact that it is now a considerable
time since any of the bigger types of
German aeroplanes have been seen in
any numbers over the British and
French lines.

The Germans have seemingly freed
on one particular method of using
their aeroplanes, reserving one type
for artillery control, and concentrat-

istence of both having ceased with
my need, it was difficult to imagine
them continuing apart from that. If
you are all as truthful as I am, you'll
know that the lot of you think along
the same lines, only you don't earn
your living by saying so.

Panic in Darkness.
Once, in an American paper that
lays itself out to ease the path of ex-
tremist youth, I read of a mother who
cured her youngster of its fears of
darkness by giving it the end of a ball
of wool to hold when it had to go into
another room alone. She would stay
where she was, and as the child got
further away the wool unrolled and
the communication was kept up. If
there was a sudden panic, a tug at the
youngster's end would tell it that the
mother was still there, and peace
would come again.

That bus did that for me. Not that
I get frightened in suburbs as a rule,
but in a flash the familiar legend of
the blue ground said this: "At the other
end there's a place where no one
may come if I don't want him, and
where anyone may if I do. The key
of the bathroom door won't lock, and
the bedroom chimney's the devil on an
east wind day, but it's the bus, and its
mine. And I was glad of the bus, and
help-

ing his enemy." "I am your enemy!"
For the men of the merchant sea-
who are fighting today as splen-
didly as any listed army let there be
the honour due to them. The ribbon
in the heart is all right, but the rib-
bon over the heart is small enough re-
turn for those indomitables who are
keeping victory open to us.
As for me, I thank them for more
than my breakfast, I thank them for
the thread in my hand that tells me
where my mother is.

### WHOLE FAMILY FOUND DEAD

Chicago, June 9.—Mrs. Jennie Sus-
nick, 35 years old, her husband, Frank,
40, and their four children, the oldest
six years, were found dead in their
home today. The mother's head had
been crushed. The police believe Sus-
nick killed his wife and then turned
on the gas, killing himself and chil-
dren.

### WFLD. WILL SEND MEN TO REPLACE THOSE LOST IN THE NORTH SEA FIGHT

St. John's, Nfld., June 9.—To help
make up for the losses suffered by the
British naval forces in the recent
North Sea battle, Newfoundland au-
thorities began making plans today
for a special recruiting campaign.
An effort will be made to send for-
ward one thousand men as the col-
our's share.

### Work of the Merchant Service.

It is the merchant service that
carries that magic all over the world.
Nobody takes much notice of it except
as it affects himself personally. To
some it means a good holiday, a decent
captain, and not too bad food. To
others hope of an uneventful passage
from port to port in the shortest time
possible; to others a channel of ex-
change, a means of buying or selling
for dates.
And behind all that, an untried
shuttle weaving ceaselessly in the
great loom of man's eternal needs.
Day and night, sight and day, the
ships are laboring and toiling, fetch-
ing and carrying, loading, coaling, un-
loading; skimming in to save a tide;
lying out to wait a berth at overcrowd-
ed wharves; crawling down unlight-
ed channels, driving through walls
of black mist, dodging icebergs and
derelicts, skirting hurricanes and sit-
ting as tight as may be in the heart
of them—all that is going on as we
sleep, walk and eat and take our
pleasure. And if the master has his ship
in up to time that's all as it should
be; and if he hasn't there's got to be
a darned good reason why.

### FOUR CARGOES FROM U.S. PORTS CONDEMNED

Consist Mostly of Fodder and
Most Valuable Seizure Since
Shipment of Meat by Am-
erican Porkers.
London, June 9.—The prize court
has condemned as lawful prizes the
cargoes of the American steamer Jo-
seph W. Fordney and three Scandi-
navian vessels from American ports.
The cargoes, consisting almost entire-
ly of fodder comprise the most valu-
able seizure since those of the meat
cargoes shipped by American pack-
ets.
Arthur G. Hays, the attorney for
the claimants, will appeal from the
decision.
The American steamer Joseph W.
Fordney was detained by the British
authorities in January, 1915, while on
her way from New York to Malmö,
Sweden, and her cargo of cattle and
silk was thrown into prize court.
Trial of the cases began on April 9
last and two days later, following the
presentation of the evidence which
was declared by the attorney-general
to have revealed a plot to evade the
blockade, decision was reserved.

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### United Empire March A Splendid Patriotic Number Played by the Victor Military Band

Norah Acushla
Popular Song Success
By Will Oakland
Martha—M'appari
Sung by Martinelli
A lovely number from Flotow's romantic opera

### On the June 11st of New Victor Records JUST OUT

Other enjoyable selections from a list of
eighty new records are mentioned below.
Three ten-inch, double-sided Victor Records—90 cents
for the two selections:
The Letter That Never Reached Home 15030
I've Lost You, So Why Should I Care Henry Burr
Fair Hawaii Edna Brown-James Reed 18022
She Sang "Aloha" to Me R. Dixon-Orpheus Q.
William Tell Overture—4 Victor Concert Orch. 18012
William Tell Overture—3 Victor Concert Orch.
Twelve-inch, double-sided band record
Tales of Hoffman—Venetian Scene. 35507
Slavonic Dance Red Seal Record
Bonnie Wee Thing John McCormack 64427



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Saturday and
Monday
And See What You Can Save
By Taking Advantage of Our

### Special Cut Prices

On Clothing of All Kinds For
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Girls' Wash Suits, From 75c. to \$2.00
Girls' Middys, from 75c. to \$1.75
Silk Shirts, from \$1.25 to \$5.50
House Dresses from 75c. to \$2.50
Ladies' Serge Dresses, From \$5.50 to \$9.00
Ladies' Silk Dresses, From \$7.50 to \$15.00
Ladies' Corsets from 49c. to \$5.00
Ladies' Suits worth \$27.00, For \$22.00
Ladies' Suits, worth \$25.00, For \$20.00
Ladies' Guits, worth \$20.00, For \$16.00
Ladies' Suits, worth \$15.00, For \$11.98
Ladies' Sport Coats, From \$5.98 to \$15.00
Ladies' Cloth Skirts, From \$2.98 to \$8.50
MEN'S DEPARTMENT
Men's Suits, worth \$24.00, For \$20.00
Men's Suits, worth \$20.00, For \$16.00
Men's Suits, worth \$16.00, For \$12.98
Boys' Suits from \$2.98 to \$12.00
Men's Spring Top Coats, From \$8.50 to \$22.00
(Make 10 per cent, for Saturday
and Monday)
Men's Sport Shirts only \$4.00
(Made with high or low neck).
Men's Regatta Shirts, worth
\$1.25... For 79c
Three Pairs Men's 6 1/2 Sox, For \$1.00
Men's Outing Ties, From 25c. to \$1.00
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Sunday, June 11th, eastbound.
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NEW trains via NEW route through NEW country, making NEW
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Connection from Halifax, Sydney, St. John, with
QUEBEC—COCHRANE—WINNIPEG
Quickest Time. Shortest Route.
"WESTERN-NATIONAL" "NATIONAL-ATLANTIC"
(Observation Sleeping Cars.)
Dp. Quebec 2.00 p.m. Tue, Thur, Sat. Dp. Winnipeg 5.15 p.m. Sun, Tue, Thu.
Ar. Cochrane 4.10 p.m. Wed, Fri, Sun. Dp. Cochrane 7.15 p.m. Mon, Wed, Fri.
Ar. Winnipeg 4.30 p.m. Thu, Sat, Mon. Ar. Quebec 9.10 p.m. Tue, Thu, Sat.
TORONTO—WINNIPEG
The "NATIONAL" west-bound The "NATIONAL" east-bound
(Through Sleeping Cars.)
Dp. Toronto 10.45 p.m. Tue, Thu, Sat. Dp. Winnipeg 5.15 p.m. Sun, Tue, Thu.
Ar. Winnipeg 4.30 p.m. Thu, Sat, Mon. Ar. Toronto 12.05 p.m. Tue, Thu, Sat.
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