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MUNICIPAL ELECTIONS.

Local Option and the Hawthorn Mill Bylaw Carry—The New School Not Yet.

The result of the voting yesterday on the various bylaws was quite spirited, even although there were no candidates in the field for municipal honors. The local option contest was probably the keenest, because there was a strong opposition to the bylaw, and there were many runners on both sides, drawing voters to the polls. The conclusion of the day's work resulted in the fixing of the assessment on the Hawthorn Mills for a term of ten years, a delay in the building of the new high school, and the introduction of Local Option, placing Carleton Place on the "dry" side after the 1st of May next.

As announced last week, the Mayor, Reeve and Deputy were elected by acclamation.

Of the nine Councillors nominated only six qualified, so they also were elected by acclamation. In the list are several new names. The Council for 1916 stands as follows:

Mayor—David Smythe.
Reeve—W. A. Nichols.
Deputy—W. Pattie.
Councillors—R. Hughes, John Baird, Roy W. Bates, F. C. Donald, Alf. McNeely, W. M. Cameron.

THE BYLAWS.

The voting on the Hawthorn Mill Assessment bylaw, Local Option, and the School Question resulted as follows:

| HAWTHORN MILL BYLAW. | |
|-----------------------|---------|
| For | Against |
| Victoria Ward | 128 36 |
| Dufferin " | 123 34 |
| Stanley " | 95 42 |
| | 346 112 |

Straight majority, 234.
Majority on two-thirds vote, 40.

LOCAL OPTION.

| For | Against |
|-----------------------|---------|
| Victoria Ward | 194 81 |
| Dufferin " | 148 103 |
| Stanley " | 123 105 |
| | 465 289 |

Straight majority, 176.
Majority on three-fifths vote, 12.

THE SCHOOL QUESTION.

The question of a new High School was in the form of a plebiscite, the question "In your opinion should \$35,000 be borrowed at the present time to build and equip a new high school." The vote was in the negative by a majority of 70. The detail is as follows:

| For | Against |
|-----------------------|---------|
| Victoria Ward | 70 84 |
| Dufferin " | 64 90 |
| Stanley " | 53 83 |
| | 187 257 |

Majority against, 70.

ROLL OF HONOUR

Several thousand officers and employees of the Canadian Pacific Railway Company enlisted for active military duty with the Canadian Expeditionary Forces, and the majority of them are now in Europe, bravely battling for Canada and the Empire.

As particulars of Army Reservists are not available, these lists of those who have given up their lives for their country, or been wounded in action, are necessarily incomplete, and do not therefore indicate fully the extent to which the Company's officers and employees have participated in the great struggle:

| NAME | IN COMPANY'S SERVICE As | NATURE OF CASUALTY |
|---------------------|-------------------------|-----------------------------------|
| Atten, Richard W. | Checker | Winnipeg Killed in action |
| Bench, James W. | Storeman | Winnipeg Died of wounds |
| Bennett, W. H. D. | Clerk | Sortin Wounded |
| Carr, Percival | Tapeman | Calgary Wounded |
| Coombe, Philip | Fitter's Helper | North Bay Killed in action |
| Cowling, W. S. | Loco Fireman | Loco Wounded |
| Cummings, Daniel | Brakeman | Cranbrook Killed in action |
| Dingle, Percy | Stenographer | Regina Wounded |
| Edwards, Wm. J. | Operator | Moosomin Wounded |
| Gabbe, A. E. G. | Wiper | Smift Current Killed in action |
| Grant, Leonard A. | Messenger | Vancouver Died of wounds |
| Gravestock, J. W. | Stenographer | Moose Jaw Wounded |
| Jarman, Jas. S. | Machinist | Moose Jaw Died of wounds |
| Logan, Byron G. | Checker | Fort William Gas poisoning |
| McKay, James | Loco Fireman | Medicine Hat Suffering from shock |
| March, William | Pumper | Vernor Wounded |
| Moore, James A. | Constable | Montreal Wounded |
| Morrison, Wm. C. | Draughtsman | Montreal Died of wounds |
| Paverson, B. M. | Watchman | Shuswap Wounded |
| Pavey, Walter G. | Labourer | Calgary Suffering from shock |
| Perodeau, E. D. | Fitter | Calgary Wounded |
| Preston, Roy | Porter | Moose Jaw Wounded |
| Smylie, Robert | Watchman | Bassano Wounded |
| Stage, Joseph B. | Bollermaker | Outlook Wounded |
| Stickland, Stanley | Machinist | Angus Wounded |
| Taylor, Russell W. | Clerk | Winnipeg Killed in action |
| Thomson, John | Truck Repairer | Fort William Wounded |
| Townsend, Gordon J. | Clerk | Montreal Killed in action |
| Ward, Walter A. | Clerk | Cranbrook Wounded |
| Woodward, Frederick | Car Repairer | McAdam Killed |
| Wootton, Geo. S. | Truck Fitter | |

STEAMER PERSIA SUNK

Passenger Liner Destroyed by Submarine in Mediterranean

Nearly 250 Passengers Were Drowned as a Result of Outrage Committed Without Warning—U. S. Consul General McNelly Drowned on Way to Aden, Arabia—Big Ship Went Down in Five Minutes.

LONDON, Jan. 3.—The British steamer Persia, of the Peninsula and Oriental Line, was sunk in the Mediterranean by a submarine on Thursday at 1 p.m. The Persia was torpedoed without warning, and sank in five minutes.

No warning was given the Persia before the torpedo was launched, according to authoritative information which it is reliably understood Robert P. Skinner, American Consul-General here, has in his possession.

Out of a total of 400 passengers and crew on the steamer only 153 were saved. This number of survivors have arrived at Alexandria, Egypt. It is possible that a few more may be added.

The number of lives lost was therefore 247 or a number very close to that, making the disaster of the Persia second only to the Lusitania loss among the list of passenger steamers sunk by German and Austrian submarines. When the Italian steamship Ancona, which ranks in the third place, was sunk 209 lives were lost.

Of the 153 persons saved only 59 were passengers, the other 94 being of the crew, and 59 of these being Lascars. There were 241 passengers on board and 159 crew.

There were 87 women among the passengers. Of these only 17 are known to have been picked up. In addition there were 30 children. It is feared that all of the latter lost their lives.

Among those who perished was United States Consul-General Robert N. McNelly, on his way to his new post at Aden, Arabia.

Charles H. Grant, of Boston, the second American positively known to have been on the Persia, was saved. His name came among the first list of survivors.

The survivors include ten military officers and eight persons who are not British subjects.

"The ship was struck amidships on the port side at 1.10 p.m.," says Reuter's correspondent at Cairo. "She had disappeared completely by 1.15."

"Survivors say it was little short of a miracle that anyone was saved. There was no panic. Four boats were launched with the utmost promptitude.

"The captain was drowned. When last seen he was swimming, after the liner had plunged beneath the surface."

The Peninsular and Oriental Steamship Company last night received the following telegram from Col. C. G. Bigham, who was among the survivors of the Persia disaster:

"A torpedo struck the ship on the port bow at 1.05 o'clock in the afternoon when about 40 miles south of the east-end of the island of Crete. No warning was given, nor any attempt made to assist. Within five minutes the ship had sunk. It was impossible to lower the starboard boats owing to the heavy lists. Five or six boats were lowered on the portside. I didn't see this myself, as I was washed overboard when the boat capsized.

"The conduct of the passengers and crew was splendid; there was no straggling and no panic. Four boats, after 30 hours at sea, were picked up by a warship."

A despatch to The Times from Cairo says that two boatloads of people were drawn down with the steamer Persia when she sank as there was no time to cut the ropes. Four boats got away, but it was thirty hours before a trawler picked them up. Several ships passed by without assisting the refugees, being afraid, presumably, of decoys. Many passengers were thrown into the water when the vessel heeled over.

OFFENSIVE AT GALLIPOLI.

Allied Troops Aided by Battleships Vigorously Attack the Enemy.

CONSTANTINOPLE, Jan. 3, via Amsterdam and London.—There was heavy fighting on Saturday along the Dardanelles front, still held by the Allies. An engagement in which the land and sea forces of the invaders took part, is reported by the War Office, in the following statement:

"Near Seddul Bahr, on the night of Dec. 30-31, there was active bomb fighting. On our right wing and in the centre violent fighting with artillery and bombs lasted until morning. "On the afternoon of Dec. 31 we exploded two mines on our right wing. The enemy's artillery, assisted by two cruisers, bombarded our trenches in the centre of our front. We replied effectively.

"Our batteries at the Narrows bombarded the landing place at Seddul Bahr and the neighboring camp. "Our aeroplanes attacked and repulsed a hostile aeroplane, which was making a reconnaissance."

Simon is First to Resign.

LONDON, Jan. 3.—The Chronicle announces definitely that Sir John A. Simon, Secretary of State for Home Affairs, retires from the Cabinet, "thus breaking his brilliant ministerial career for conscience sake."

It has been rumored for several days that he would resign because of the conscription bill.

Factory Burned at Quebec.

QUEBEC, Jan. 3.—The building of the Rocks-Hoe Manufacturing Company, Limited, was destroyed by fire Saturday night. The blaze started in the boiler room and had gained considerable headway before it was discovered. The loss is estimated at \$252,000.

THE FORTY IMMORTALS.

Origin and Checkered Career of the French Academy.

The Institute of France had its inception in 1570, when there was founded in Paris by the French poet, Antoine de Balf, a literary and musical society, known as the Academy of the Valois. Charles IX. granted it letters patent on Nov. 20, 1570, as the Academy of Poetry and Music. It had, however, no stability. Attacked upon every occasion and criticised by its opponents, its members ceased to meet after 1584. Almost half a century passed before a revival took place.

For some time, since the year 1629, a small circle of enthusiastic students was wont to meet at each other's homes for the study of French language and literature. From year to year its membership increased, and in 1634 Cardinal Richelieu proposed to the society to have their private status changed into a public institution, with many rights and privileges. Upon agreement by the society it was henceforth known as the French Academy, with a charter from Louis XIII. of January, 1635. It consisted then of forty members, the "forty immortals," and at no time and under no pressure whatsoever has this number been increased.

True it is, also, that here royal prerogative and personal intrigue often added an inferior member, while the far superior remained excluded, for whom popular indignation created the world known "forty-first seat." For a century and a half the academy held stated meetings until Aug. 5, 1793.—Argosaut.

WOMEN PEARL DIVERS.

In Japan They Are Taught to Swim While Mere Babies.

In Japan, where pearl fishing is an important industry, nine-tenths of the pearl divers are women. Tiny girls, mere babies, are taught by their mothers to swim, and later to dive, the seashore is their playground, and at thirteen or fourteen, when they leave school, they are usually ready to begin diving in earnest. A good mother superintends her daughter's diving exercises as carefully and instructs her as faithfully as any good German hausfrau instructs her daughter in domestic tasks.

A girl does not reach her highest point of efficiency until she is about twenty-five years old. She works from eight to ten hours a day, with only two holidays a month, diving in from fifteen to forty-five feet of water. January and February are too cold for all day work, but even then she often spends from one to five hours daily on and under the water. She wears a special dress of white cotton bloomers and short skirt, her hair is twisted into a tight knot with a cloth wound through it on top of her head, and she wears goggles to protect her eyes. A small tub attached to her waist holds the oysters. She earns from fifteen cents to a dollar a day.

On this small pay she often saves a considerable amount of money, which constitutes her dowry.—Youth's Companion.

Crossing the Channel.

What landing at Sandwich was like in 1533 we learn from Hubertus, the envoy of the Palsgrave Frederick to Henry VIII., whose story is given in Mrs. Henry Cust's "Gentlemen Errant." Hubertus was detained for a week at Calais by stormy weather and had a terrible time when he finally hired a ship and crossed. A young Englishman compelled the sailors to do their duty by ropes' ends and threats of death, and taught Hubertus, who was "middling seasick," to pump out the water, which he did "till at the break of morning the winds fell, and we saw the mountains of England spread out before us." They found themselves off Sandwich (that mountainous district) and were taken off the ship in small boats and carried "on neck or back" to land.—London Chronicle.

The Moth and the Flame.

A naturalist states that a moth—and for that matter many other insects—will fly toward a flame for the same reason that a plant seeks the light. Insects, it seems, move in the direction of the light rays that fall upon them. But the light must be of considerable intensity to produce a marked result. Toward a feeble glare the insect would move but leisurely, but in the case of a concentrated light like the flame of a candle or lamp the insect travels with great rapidity to its death.

Very Polite.

Bill—You say he is polite?
Jill—Oh, very.
"Always gives up his seat in a car to a lady?"

"Always, and the other night at the theater he even got up and offered his seat to one of the lady ushers."—Yonkers Statesman.

Quite Homelike.

"Does your married life seem homelike, my boy?"
"Oh, yes. My wife's quarrels are exactly like the rows mother used to make."—Chicago News.

There Ain't No Such Animile.

"Why don't you engage her as cook?"
"She signed her letter of application, 'Your obedient servant.'"—Philadelphia Ledger.

Quite Logical.

Teacher—Freddie, why do you spell bank with such a large "B"?
Freddie—Cause pa said that a bank was no good.

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