

"Lackey And Ser

strongest position of any time. At the moment the com

ment we will have to take. It certainly appears an irrational. It is of course only proves it a com they have made via

MUSSOLINI CREDITED

In the words of the psalmist, Ye

slowly and reluctantly we brought ourselves to large-scale preparations today, we had no right to expect to

disarmament of if the disarmament clauses of the treaties which Germany signed after the great war, and that also would have been the opportunity for assuring

T. H. Raddall
C. S. Mackay Bennett
Halifax N. S. Jan 1931

Moment the com...
100 rows

CORRESPONDENCE

Editor of the Liverpool Advance.

Sir:—

The recent account of the unveiling of the Privateer Rover's picture at the Brooklyn school furnishes us with several statements that do not agree either with local tradition or old documents.

Mr. Jason McLeod in a letter to The Advance of November 4th, has pointed out some of these. There is still another point, for which I would like to know the authority. Colonel Jones appears to have intimated to the Brooklyn school children that Captain Alexander Godfrey of the Rover was an uncle of the Rover's powder-boy, Henry Godfrey. That is what we must infer from the account of the unveiling ceremony.

As a matter of fact I have no definite record to absolutely establish the parentage of Henry Godfrey. If Henry Godfrey of Herring Cove was really a nephew of the celebrated Captain Alexander Godfrey of Liverpool, then he must be a son of Moses Godfrey, who also lived at Liverpool. If there is anything on record or otherwise to show this I would much like to have it pointed out. I have up to the present supposed Henry Godfrey to have been of the Warren Godfrey descendants. But careful research shows this supposition to be altogether untenable. While a definite and direct statement is missing from our records and old documents, a mass of evidence points to Henry Godfrey as being the youngest son of Enoch Godfrey and his wife Mary and a grandson of Richard Godfrey and Azubah Collins.

The history of the Godfreys at Herring Cove commences with the untimely death of the Liverpool Proprietor Richard Godfrey in 1760, leaving the two young boys Warren Godfrey and Enoch Godfrey aged three years and eight years respectively. Then follows the life of these young lads with their step father Joseph Dexter, at Herring Cove.

After this comes the trouble that Joseph Dexter got into during the Revolution and his leaving Nova Scotia for ever.

In 1781 Warren Godfrey was lost at sea at the age of 24, while on a voyage to New England. He left a widow Abigail (Gardner) and two young children, Susannah and Joseph Godfrey, who were all living at Herring Cove in 1787.

There may be some probate record that shows the death of Enoch Godfrey. It is missing from the family record book of the Township. So I do not know whether he died on shore, was lost at sea or left the country. But about 1785 this Enoch Godfrey disappears. But the children of Enoch Godfrey or those who are apparently his children, soon appear at Herring Cove.

Richard Godfrey 2nd, apparently the oldest son of Enoch appears in 1785 as a farmer with four head of cattle. Enoch Godfrey the second, apparently another son, is found on the assessment roll of 1785, taxed one shilling. Hannah Godfrey definitely recorded as being a daughter of this Enoch, was married in 1799 to Samuel Dexter.

In 1800 Henry Godfrey, apparently the youngest son of Enoch, shows up as powder boy on the Privateer Rover. And James Godfrey of Herring Cove whom tradition says was a brother of Henry, married Sarah Gardner (born 1792.) I have named all the Godfreys that as far as I can find ever lived in Herring Cove up to the year 1800.

I cannot say Mrs. Mary Godfrey and Mrs. Margaret McQueen were one and the same person. But I do claim that the five children named above as Enoch Godfrey's family were all living in 1785 at the home of James and Margaret McQueen at Herring Cove, now called Brooklyn.

For all I know Enoch and his wife may have been both dead, or both living in New England; or Enoch's widow Mary may have married James McQueen and changed her name to Margaret. James McQueen died at some date between April 1785 and May 1787. And in 1787 the widow Abigail Godfrey and the widow Margaret McQueen with their families were living at Herring Cove, neighbors. It is fair to say that a series of untimely deaths is the reason Henry Godfrey has transmitted few family traditions to his posterity. And also the cause of him taking to the sea at such an early age.

Paratus
a high four-year
ral warlengths of
green wave
re upper deck, some
al is a T type
tested efficiency
the indistance, is
is also an "all round
of the L type, also
will, "braving and
is more of a

Captain Alexander Godfrey of the Rover was a son of Josiah and Eunice Godfrey. This family were residents of Liverpool town and all married in the township, outside of Herring Cove. The closest to Herring Cove at any of Captain Alexander Godfrey's sisters or brothers lived was Andy Cove. One sister Susannah married Stephen Smith 2nd of name, and lived at Sandy Cove. His other sisters and brother lived in the town of Liverpool. Captain Godfrey himself bedded living in a house near the Parade and kept a store in town where in 1801 he had a retailing license to sell rum and other liquors. Captain Alexander Godfrey was never at any time a resident of Herring Cove.

And I am afraid that some one is taking too seriously the half fictional sketches of Mr. Jerry Snyder. Mr. Snyder's sketches are interesting and full of facts, but at the same time they are not all fact by any means.

F. F. TUPPER.

November 11th, 1931.

Plans For Cairn Unveiling Ready

NEW GLASGOW, Aug. 11. — An interesting ceremony will take place at Knoydart Point, on Friday, August 19, when a cairn will be unveiled. It was on the 19th of August, 1745, that Bonnie Prince Charlie raised the Standard at Glen Finnen in the Western Highlands which started the uprising of 1745. On a misty April morning in 1746 the hopes of the clans were shattered at Culloden Moor. Among the members of Clan Ranald's regiment on that fateful day were: Angus MacDonald, Hugh MacDonald and John MacPherson. They survived the battle and years afterwards they and their families sought out a new home in New Scotland and settled on the Gulf Shore in the vicinity of Arisaig.

In due course they were called to their fathers and were laid to rest in the ancient cemetery at Knoydart Point. A Culloden cairn has been erected in their memory and will be unveiled with appropriate ceremony. The program will begin at ten o'clock with a Solemn Mass on the burial ground with a Gaelic sermon by Rev. R. L. MacDonald, followed at eleven fifteen o'clock with an address by His Lordship Bishop Morrison.

A lunch will be served at the Lismore School grounds at noon and at two thirty the unveiling and an address by Premier Angus L. Macdonald will take place. Others giving addresses will be Rev. Dougal MacEachern, Rev. Dr. Frank Baird, Hon. Percy C. Black, Amherst, and Canon I. E. Fraser, New Glasgow. After the party there will be a garden party on the Lismore School grounds.

New Direct System Becomes Effective on First Day of 1933

AFTER the first of January, 1933, under the Merchant Shipping Act of 1932, the present indirect system of helm or indirect steering orders will be no longer permissible according to the Monthly Summary which is published by the Board of Trade of London, England. Steering orders are to be given in the direct sense as explained below.

The various associations representing ships' officers and seamen, who have been consulted by the Board of Trade, are all of the opinion that the words starboard and port should continue to be used for giving steering orders in the British Mercantile Marine, but in order to emphasize the change to the direct system the warning word "wheel" should be used with the order for a short period after the change comes into operation.

"Starboard" must only be given when it is intended that the wheel, the rudder blade, and the head of the ship should go to starboard.

"Port" must be given only when it is intended that the wheel, the rudder blade, and the head of the ship should go to port.

From January 1, "wheel to starboard", and "wheel to port", or starboard the wheel, and port the wheel, are to be used. The former terms are considered preferable by the Board of Trade.

On vessels handled by hand tiller "starboard" must be given if the rudder blade and head of the vessel are to move to starboard, and "port" must be given when the rudder blade and head are to move to port.

By The Canadian Press

HAMILTON, Nov. 10.—A vision of peace is invoked and a question asked of the future in verse from the hand of a Canadian soldier whose body has lain for 18 years in the soil of France.

R.Q.M.S. Norman D. Stapley, a Hamilton boy, went overseas with a machine gun unit, leaving a wife and two young children. Comrades called him the man who found flowers in the mud of the trenches. He was killed in action near Lens Aug. 21, 1917.

Lying in a little box with letters to his wife was the poem in which he questioned Canadians of the future and saw "green and tranquil valleys" where "our long ranks" — but saw them with no shrinking from the task then in hand. Now Stapley has just released it under the title "Remembrance."

The poem:
 WHEN war's last thunder dies
 And we, who made the thunder,
 cleanse our hands,
 Desert the guns and raise our weary eyes
 From these untended fields to peaceful lands
 And clear, unclouded skies,
 Saying: "The work is finished. Honour stands
 With freedom, saved by our red sacrifice."

When all this comes to be—
 For even this great vision will come true—

What will you do, you who will then be free
 By virtue of our pain? What will you do?
 Will you come over here with silly zeal

To walk about the places of our griefs
 And mumble foolish words, and gaping stare
 At ruins rendered holy by our steel,
 And, laughing, point to broken houses where

Unnumbered suffering men have bled and died?
 Will you, with guide and guide-book, come to gaze
 Upon these mighty places as you come

To scatter paper scraps along the ways
 That are the soul of Canada's soul at home?

Will you stand on these hills, now wracked with war,
 And look across these valleys that will be
 So green and tranquil then, and never see

With your weak eyes our long ranks rush and roar
 In furious battle? Will you never say
 To your own secret heart that all these true

And noble men who suffered agony, Did splendid deeds and laid their lives away,
 Did all these things for you? Is that what you shall do?
 Or—shall you come in silence and alone

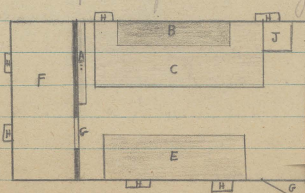
To walk with reverence through the fields and find
 The fading signs that trace out where we stood,
 The long-since crumbled trenches, overgrown

With weeds and grass that murmur in the wind,
 The rotting shelters in the empty wood
 That hid our flashing guns, and roam the towns
 Of shattered homes, and humbly come at last

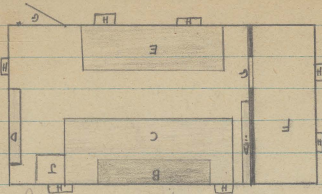
To one of those still havens of our dead
 Those temples of the warriors who have passed—
 Where rows of crosses, rising, take the light,
 And there, with bended head,
 Stand quietly, paying homage, in the night?

When our great dream of peace at length comes true,
 Which shall you do?

*control panel of the vessel
 upon the operator's left hand
 the receiving gear is mounted on
 desk in front of the operator;
 control panel of the auxiliary*



J. - central hand battery
 H. - battery
 G. - doors
 F. - silence chamber
 E. - storage
 D. - battery control board
 C. - desk
 B. - shelf for receiving gear
 A. - control board of transmitter



control panel of the auxiliary storage battery
 desk in front of the operator; at his right hand is the
 the receiving gear is mounted on a shelf one foot above the
 top of the operator's left hand when seated at the desk.
 The control panel of the transmitter is within easy
 of the operator, engine room and gives operator's cabin.
 There is telephone communication with the bridge,
 angles to the silence chamber and parallel to the desk.
 There is a lounge against the opposite wall at right
 of the table is long, with several capacitive drawers.
 part of the transmitting apparatus.
 chamber, which is opening to permit ready access to any
 transmitting gear is contained in a thick-walled silence
 The cabin is substantially built and well lighted. The
 entrance through the cabin roof.
 through its outer surface to hold a nut, which permits a
 having a cross-section through its center, all in
 the back in insulation is



something worth while done, chief-ly by doing something you may not care so much for doing. Adopt the attitude of thinking how nice it will be to have it all done.

LOVE AND MONEY

MY friend of the millionaire class who was successful in money affairs, yet a total loss in matri-

of China — the Wunan tri-cities. Unofficial estimates said 400 persons were killed or injured. A number of foreign properties were badly damaged when 27 Japanese planes, heavily loaded, dropped their cargoes on Hanyang and Wuchang.

Only one of the three cities, Hankow, the provisional capital, escaped the attack on the last great central industrial region remaining under Chinese control.
 Canadian Rev. Robert Kemp.

Historic Ellershouse Residence Is Bought By English Veteran

Chronicle
Aug 1/1928

Sale Recalls Colorful Exploits of German Founder of Village

WINDSOR, Aug. 1. — When the young mining engineer, W. P. Colchester, married Louise Ellershausen, daughter of his employer, Franz von Ellershausen, founder of the village of Ellershouse, he was built a home by his German father-in-law who lived in a baronial residence nearby.

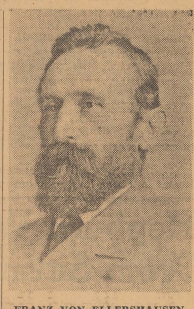
Recently the austere structure nestling in a forest of spruce and maples three miles from the main highway, in which resided the English son-in-law of the German land owner of a 60,000 acre barony, was sold. It is reported that the price of sale was no more than the tax assessment of the thirty-five acres included in the deal.

VACANT 50 YEARS

Ernest E. Lyckett of Staffordshire, England, is the purchaser of the picturesque estate. Mr. Lyckett is a veteran of the Great War and with Mrs. Lyckett and three daughters have been occupying the residence for the past two weeks. It has been vacant since the first tenants vacated it about fifty years ago.

The bell knob at the front entrance is of solid silver, as are well handles on every door in the house. An iron stair railing spirals up from the spacious main hallway. The rooms over eighteen feet high, are well lighted with large windows of simple Grecian design which give a rare beauty to the great square rooms. From the square tower jutting up from the roof can be viewed the whole sweep of the original vast domain of the Ellershausen estate.

Franz von Ellershausen came to Nova Scotia from his native Germany in 1802 a comparatively young man. The new land's undeveloped resources had probably enticed the young German, whose name was to become a legend in history, from the placid career the son of a noble family he was destined to lead. Here the cultured and vigorous Newton could give vent to the dreams of colossal industrial development with which his versatile mind was steeped.



FRANZ VON ELLERSHAUSEN

IN ENCYCLOPAEDIA

The Ninth Edition of the Encyclopaedia Britannica contains a process for the smelting of iron ore perfected by Ellershausen. He was a scientist in metallurgy and the invention is a fitting epitome of the man's practical accomplishment in this field.

After establishing his home on the farm lot of his huge estate on what was then called "Stop 4" on the Windsor and Annapolis railway and named it Ellershouse, von Ellershausen built a saw mill on Stillwater Lake. A pulp and paper mill on the St. Croix River was his next industrial project. At this time the patriotic German brought over several of his countrymen to assist in running his enterprises. He also provided homes in Hants county for several German families who had been stranded in Halifax when their ship was wrecked off Sable.

REAPED PROFIT FROM

From copper mines established at Betts Cove, Newfoundland, Ellershausen reaped a profit of half a million dollars. This rich strike attracted English speculators who made an offer of a million pounds for the holdings. But when the prospective purchasers found the original vein of copper ended at a fault the deal fell through. A few years later prospectors found the vein thirty feet from the fault but Ellershausen had left the country for good.

To drain Lake Ainslie, Cape Breton, bore for oil on the same site and till the soil of the 10,000 acre lake bottom was perhaps the most fantastic of Ellershausen's grandiose schemes. H. C. Burchell, prominent Windsor citizen and owner of Burchell's Lime Kiln, was then a young mining engineer employed in Sydney. He was engaged to ascertain the feasibility of the project and found the lake bottom to be extremely fertile.

Fifty thousand dollars from a Boston lawyer was the first significant subscription to the weird project.

But here Ellershausen committed an indiscretion. He made public the Boston man's bid as an inducement to less gullible subscribers. The subscription was withdrawn and Lake Ainslie's tranquil beauty remained undisturbed.

DIED IN GERMANY

Franz von Ellershausen left Nova Scotia and never returned. He died in Germany in his 71st year. His daughter remained with her English husband in the beautiful home he had built for her. Colchester died at Bermuda and his widow married again. She died at Chester in 1929.

A Windsor barrister, W. H. Blanchard, solicitor for Ellershausen, inherited the estate and passed it on to his son, H. Percy Blanchard, R. A. Jodrey, managing director of the Minas Basin Pulp and Power Company, later purchased the property and from him the Colchester house was purchased.

*With proud thanksgiving, a mother for her children,
England mourns for her dead across the sea,
Flesh of her flesh they were, spirit of her spirit,
Fallen in the cause of the free.*

*Solemn the drums thrill, Death august and royal
Stings sorrow up into immortal spheres,
There is music in the midst of desolation
And a glory that shines upon our tears.*

*They went with songs to the battle, they were young,
Straight of limb, true of eye, steady and aglow,
They were staunch to the end against odds uncounted,
They fell with their faces to the foe.*

*They shall grow not old, as we that are left grow old;
Age shall not weary them, nor the years condemn,
At the going down of the sun and in the morning
We will remember them.*

*They mingle not with their laughing comrades again;
They sit no more at familiar tables at home;
They have no lot in our labour of the day-time;
They sleep beyond England's foam.*

*But where our desires are and our hopes profound,
Felt as a well-spring that is hidden from sight,
To the innermost heart of their own land they are known
As the stars are known to the night.*

*As the stars that shall be bright when we are dust,
Moving in marches on the heavenly plain,
As the stars that are starry in the time of our darkness,
To the end, to the end, they remain.*

(Reprinted by permission,
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*and overload; an
a revolving switch
either end of the battery with
with a rotating switch to cut
across a switch to throw it*

MUSSOLENI'S CREED

In the words of the psalmist Ye shall be as the dust of the day

slowly and reluctantly we brought ourselves to large-scale preparations; today, we had no right to expect to

d e

Hepburn Withdraws From Sitings

The Japanese are educated in the "military strategy" of the "German" system—by the "military" school of the "German" system. The Japanese are educated in the "military" school of the "German" system. The Japanese are educated in the "military" school of the "German" system. The Japanese are educated in the "military" school of the "German" system.

They were securely fastened in wireless. This store room is very is forbidden, also any naked light room as the battery while charging. The leads to the battery are heavy and lead sheathed. Spare parts for the apparatus. of acid, etc.

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underload and overload; an ammeter-voltmeter; an ammeter with a reversing switch to put it in circuit with either half of the battery when charging; a voltmeter with a rotating switch to cut in any desired circuit. Also a switch to throw either the battery or the dynamo

REAPED HUGE PROFIT

From copper mines established at Betts Cove, Newfoundland, Ellershausen reaped a profit of half a million dollars. This rich stroke attracted English speculators who made an offer of a million pounds for the holdings. But when the prospective purchasers found the original vein of copper ended at a fault the deal fell through. A few years later prospectors found their vein thirty feet from the fault but Ellershausen had left the country for good.

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two halves are connected in series on discharge. This blade switch on the switch is a circuit-breaker, both

PRIDE OF FULL SAIL



FAMOUS SHIP DOOMED.—The six-masted ship E. R. Sterling, here seen in her glory with all sails spread, is to be broken up at Sunderland.

MARCH 24, 1928

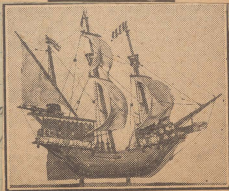
A SAILOR'S TEARS

Captain's Sad Farewell to Famous Old "Windjammer"

A drama of the sea was enacted at the West India Docks, London, yesterday, when, with tears in his grey eyes, Captain Edward R. Sterling, of Seattle, U.S.A., said a final "good-bye" to his doomed ship.

A few months ago the E. R. Sterling—the grizzled owner-captain had named the ship after himself—was one of the world's most famous sailing vessels. Now she is a dismantled hulk. To-day she will be towed to Sunderland, where her 44 years of honourable service will end in a ship-breaker's yard.

"Forty thousand square feet she spread until our last terrible voyage from Adelaide," said Captain Sterling. "Then three of her masts went by the board, and we were towed to London crippled. There isn't a spar in London big enough to refit her. I wouldn't dream of parting with her, only freights are so bad just now."



A model of Columbus's flagship, La Santa Maria.

... that the old sailing days are passing this spectacle is rare indeed. The German barque Ilfrieda under full sail arriving at Falmouth from Chile after 130 days at sea.

on the two bars as desired. of small switches on this board. Local lights & those in the living cabins of both operators etc. Below the switch-board are six heavy resistances, three of which are in series with either half of the battery when charging. Behind them is mounted a large fan to cool them during charging.

The transmitting gear is of 5 K.W. rating. It consists of the usual motor-generator, Leyden jar, main condenser, rotary and with continuously variable condenser A.T.I. It is controlled in the operating room.

The motor-generator is controlled to give fairly even speed; the gap, which I favour above the gap is keyed to the end of the

The generator delivers 200 cycles. It has 30 field poles of 2,000 R.P.M.

The motor is of the stationary type. The generator has its armature stationary.

Communicate with her.
 Mr Geoffrey Hann, of Clapham, tells me once want to see Zoo and a monkey but for the admission to the London Zoo will be sent together with age, stamped and date of joining the Club. Mark medals of Honour
 are "Zoo Tickets"
 medals of Honour
 have been awarded Medals of Honour for
 at achievements.
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 state clearly the age, date of Birth, and
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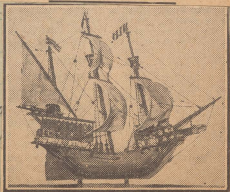
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A model of Columbus's flagship, La Santa Maria.

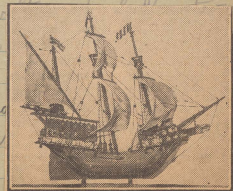
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The motor is of the station-
ature type. The generator has a
armature stationary.



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of members
of Honour
Zoo
Hamm, of Clapham, tells us
of the Zoo and a monkey bit
the moral of the little story is that
monkeys must not tense the bars
to or put their fingers between the
led to members who send a stamped
envelope, together with ad. date of
Zoo Tickets.
a list will be published shortly of members
who have been awarded Medals of Honour for
achievement.
conferences applying for Medals of Honour
conferences clearly are, date of birth, and
forming the Daily Sketch Birthday Club
write must be published shortly of members
of Honour

OUR OWN
CHES

SEALING FLEET RETURNS AFTER LUCKY VOYAGE

MAY 1, 1928
Pelts, 40,000 in Excess of Last Year, Commanding a Good Market

ST. JOHN'S, Nfld., May 1.—Of the eleven ships which prosecuted the seal fishery this season nine have returned and unloaded and, with the Eagle which made a second voyage, the only ships out are the Neptune and the Viking. The latter reports for 5,200 and the former is slowly making her way home from the Gulf with her hold and decks crammed with pelts estimated at 30,000.

The catch this season aggregates about 221,300 or more than 40,000 in excess of last year's catch and is as follows: Sagona, 16,975; Eagle, 20,433 and 2,700; Thetis, 18,220; Silvia, 16,177; Nascopee, 21,158; Ungava, 27,531; Beothic, 23,924; Terra Nova, 22,000; Ranger, 13,000; Viking, 9,200; Neptune, 30,000.

The voyage has an additional value this year because of the good market for the skins of the young seals for the fast fur of which there is a great demand.

HAIFA, HERALD
MAY 1, 1928
Errant Buoy Identified as Missing From Gig Rock

RECLAIMED after six years of aimless drifting, the bell buoy brought to Halifax on Sunday from Santiago, Cuba, by the steamer Andalusia, has been identified by the Marine and Fisheries Department, as one lost from Gig Rock, off Shelburne. Despite the previous statements of marine men that the buoy was not a Canadian one on account of its shape, the identification has been made positive.

Officials of the Marine and Fisheries Department, where the buoy was landed Tuesday morning, state that it is in good shape, and it is understood, will be placed back in the service.

During the course of its wanderings the buoy is thought to have drifted across the Atlantic from the coast of Nova Scotia to the North West coast of Africa, from whence north east trade winds carried it across the southern Atlantic to the coast of Brazil in South America. From there it must have drifted north along the coast to the Caribbean Sea, where it was caught in the Gulf Stream and carried north towards Cuba, where it was picked up.

GETS GOLD-HEADED CANE

PRESENTATION of a gold-headed cane to Captain Francis Theaker, master of the Furness Withy Freighter Bay State was made at noon on Thursday at Montreal by Dr. William L. Hersey, Montreal Harbor Commissioner. The ceremony took place aboard the ship which was loading a cargo of grain. Captain Theaker is well known at Halifax, having sailed into this port for a number of years. As commander of the Bay State he made frequent visits to Halifax during the winter season just ended.

The Montreal Harbor Commissioners award annually a gold-headed cane to the commander of the first ship from a trans-Atlantic port to reach Montreal, opening ocean navigation. The Bay State which is operated on the regular Montreal, London and Hull service, calling at Halifax and Saint John during the winter season, arrived nine days later than the first ocean arrival of 1927. Some difficulty was encountered in bringing the ship from Quebec to Montreal, as no buoys were to be seen and several large areas of ice had to be circumvented. A number of vessels, including three passenger liners, were passed by the Bay State at Quebec, and again the honor of being the first ocean arrival went to a freight liner.

1928

PORTLAND, England, May 4.—The crippled naval ship Bacchus, a fleet store carrier, reached a haven here tonight with the survivors of the crew of the Green steamer Igannis Fafalios which it had sunk in a collision in the Channel today. Ten of the Greek sailors were drowned and two others died after being picked up from the water.

The Bacchus itself was so badly crushed forward that it was in grave danger of sinking. Its crew were able to navigate it slowly, stern foremost (since it was so down by the head) toward this port until two tugs and the battle cruiser Tiger came to its aid and took it in tow.

WAS ABANDONED

THE Bacchus, once abandoned by her crew and the survivors of the Greek ship, was so down by the head that way could only be maintained by proceeding backwards. In this wise she was able to make two knots.

Apparently the Greek steamer sank so rapidly that some of its crew had barely time to leap into the water. The crew of the Bacchus rescued eleven of them but it was supposed that nearly as many more had drowned.

CREW RETURNED

A SECOND and greater tragedy loomed when the Bacchus began to settle by the head. The crew hurriedly manned the boats taking those whom they had rescued with them. The water-tight compartments held, however, for the battered vessel found an equilibrium and floated. The crew returned to her and began carefully to manoeuvre her toward this port.

Meanwhile the battle cruiser Tiger and two tugs were seeking the Bacchus to lend her aid.

WINS LONG OCEAN RACE

LONDON, May 4.—The German four-masted ship Herzogin Castle has won a ninety-six-day race from Australia to Britain from the four-masted Finnish barque Beatrice. The Herzogin Castle and the two Beatrice are reputed to be the two fastest sailing ships afloat.

The German craft left Port Lincoln on Jan. 19. The Beatrice had started six hours before, but her captain agreed not to make full sail until both vessels were level.

The two stately survivors of a vanishing tradition kept company for a day or so, but then separated on opposite tacks, and since then no news has come of the Beatrice. The Herzogin Castle carried 51,000 bags of wheat, and is the first craft to reach England with this season's grain.

SHELburne, May 2.—It is understood that the wrecked schooner Rose Anne Belliveau will be towed to her home port for repairs. The schooner Virginia, which towed her to this port last Friday night after a hard grind of 70 miles, sailed today for the fishing grounds, after receiving permission to take on a supply of oil. The Virginia receives \$1500 for bringing the Belliveau into port.

Shipping Briefs

Canadian Fisher at Montreal—The C. N. S. passenger and freight steamer Canadian Fisher, under command of Captain H. O. Giffin, docked at Montreal a few days ago from Belize, Kingston, Nassau and Bermuda, with 26 saloon passengers and a heavy cargo. She encountered a little fog and was forced to anchor for two nights, but sighted no ice. The cargo consisted for the most part of coffee, beans, and chicle. The Fisher is the first steamer on this route to enter the St. Lawrence this season. She operates in conjunction with the S. S. Canadian Forester. During the winter season these steamers made their Canadian terminal at Halifax.

1923
BRIDGEWATER, May 10—Since the opening of navigation movements of sailing vessels have been quite brisk at this port, three and four-masted schooners predominating in carrying cargoes of pulp, laths and lumber to American and West Indian ports, also one steamer which loaded a large cargo of laths for New York. At the present time there are several large tern schooners under charter, to load lumber and lath cargoes at the Railway wharf for ports in the United States.

In tow of the Violetta G., the tern schooner General Pau, Captain R. H. Burgess, arrived in port on the 9th, and docked at the Railway wharf, where she will load a cargo of lumber for New York, from the Dunfield Lumber Company. This vessel just finished discharging Turks Island salt for the LaHave Outfitting Co., Ltd., and will have minor repairs made, and new sails bent, before leaving port.

Stevedore John Sarty and staff are loading the tern schooner Charles and Vernon, Captain Byron D. Getson, with a general cargo at the Railway wharf for Barbados. The cargo will include a shipment of selected pine and spruce lumber, also hay, sugar, shingles, and building materials. After discharging at Barbados, the vessel will proceed to Turks Island and load salt for a provincial port, probably Lunenburg.

Movements Sailing Craft.—The tern schooner Minas King, Captain Harvey Randall, twenty-six days from Bass River with a cargo of lumber and laths, shipped by her managing owner, James S. Creelman, is reported arrived at New

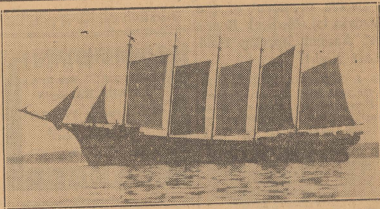
York, also the tern schooner Ononette, with laths from Saint John. Other arrivals at New York since last week-end, are the tern schooner Marine, Captain Murray Willigar, twelve days from Tennycape with a cargo of spruce piling, shipped by Hon. Albert Parsons, Walton, and the tern schooner Fieldwood, Captain Harris Oxner, with lumber from Sherbrooke, shipped by her owners, C. W. Anderson and Son. The tern schooner Fenry H. Chamberlain, from New York for Eastport with anthracite coal, was at City Island over the week-end, waiting for a dense fog to lift before proceeding. The tern schooner Frederick P. Elkin arrived at Sagua, Cuba, last week from Jacksonville. The tern schooner Helvethia arrived at Portland last Friday from Maitland with the first cargo of pulpwood shipped this season from the Minas Basin port. The tern schooner Mary B. Brooks, Captain George W. Brooks, was expected yesterday at Weymouth, her home port, from Boston to again load lumber for that port. The Farrisboro four-masted schooner Ada Tower arrived at Jacksonville on May 3 from Barbados, also the five-masted schooner Edward B. Winslow from Portland, Me., in ballast.

1923
Halifax Herald
May 10, 1923

Same Rate to Halifax.—It is mentioned in charter-market reports, that Welsh anthracite coal is being carried to Halifax, Montreal and Boston at the same rate which vessels get for carrying it to Cork, Ireland. This would seem impossible but nevertheless it is a fact. The same rate to Boston applies to Halifax and Montreal. A vessel got 6s 6d for a cargo of anthracite from Swansea to Cork and a shipment of 3000 tons the next week from Swansea to Boston gave the ship carrying it the same freight rate as applied to Cork.

Schooner Known Here Disabled

November 30, 1928.



THE five masted schooner Gerbeviller, Captain F. H. Rangdale, eleven members of the crew of which were rescued of Nantucket Light on November 27 by a fishing trawler, according to advices received in New York. The trawler was said to be towing the schooner, which had sailed from Montreal, to Boston or New London. The Gerbeviller left this fall for Portland, Maine, with a cargo of pulp, after being tied up at Mulgrave for a year. The pulp had been aboard for her entire stay in Mulgrave. Court action for the wages due the crew and other lawsuits against the schooner caused her long sojourn in this province.

"GROG"

it appears that Admiral Vernon used to wear breeches made of "grogum," a substance which, I believe, resembled canvas, and this was at a time when his brother officers wore silk or nanken "small clothes."

This fact was noticed and commented upon by the sailormen of the period, and he was consequently dubbed "Oll Grogum." To call the watered-down rum ration "grog" is, therefore, obviously a play upon words—"grogum," an inferior quality of rum just as grogum breeches, at that period, were regarded as inferior quality of "small clothes."

—C. T. Clover (Engineer-Commander, R.N.), Portsmouth.

Rum Craft

At Halifax

JAN 2 1929

Vessels Get Ready to Proceed For Supplies Before Sailing For Rum Row

HALIFAX is rapidly regaining her position as a base for vessels engaged in the rum-running traffic off the American coast. During the past week no less than five steamers and sailing craft cleared from Halifax to load liquor cargoes while two others are reported to be fitting out for the trade. The sudden stir among the "rocket boats" is said by local waterfront men to be caused by the scarcity of supply created by an unusually heavy demand at New Year in the United States.

SEEK TO REAP HARVEST

OF the eight craft mentioned above seven have been laid up at Halifax for varying periods. Now the "rocketeers" sailing their chips out of Halifax expect to reap a harvest on the American coast.

Vessels which are already on the way to load liquor cargoes are the steamers Sebastopol, Captain Hannon, and the Luzon, Captain Berringer, both bound for St. John's; the motorship Mareuilendole, Captain Lewis, bound for St. Pierre, and the schooner Thorndyke, Captain Berringer bound for St. John's. In addition, the schooner Maud Thornhill, Captain Mosher, is fitting out at Smith's wharf, and cleared on Monday for St. John's. The Thornhill is a former rum-carrier.

NOW NEARLY READY

OTHER former "rocket boats" which are reported to be fitting out and which are nearly ready to sail are the auxiliary schooner Firelight, Captain Crouse, at Smith's wharf, and the large motor craft Faithful at Bissett's wharf.

Narrowly Escapes

HALIFAX NEWS - JAN 29 1929

BOSTON, June 28.—A desperate struggle with a 200-pound swordfish which drove its sword one and one half feet through the sides of his dory was described by Isaac Boudreau of Chelsea, Mass., a Canadian member of the schooner Andrew and Rosalie which docked here tonight with the season's largest swordfish catch.

The swordfish was harpooned about 100 miles southeast of Block Island. Boudreau went out in a dory to play the fish, which after towing the boat around for 90 minutes turned about and harpooned it. Boudreau complacently pushed the sword out with his feet, plugged the leak and hauled in the fish.

The largest fish brought in on the Andrew and Rosalie weighed 400 pounds, but Captain James Abbott said it gave less trouble than Boudreau's smaller one. Swordfish brought 34-36 cents tonight.

JAN 3 1929

VANCOUVER, Jan. 3.—The steamer Canadian Rover, of the Canadian National Steamships, Limited, now in custody of the court at San Francisco as the result of a lawsuit arising out of a collision with the United States steamer Calmar, is to be sold January 4 at public auction.

This action is taken without prejudice to the suit pending in United States courts to settle responsibility for the accident, which occurred in a fog off the Golden Gate.

Under U. S. law, damages from collision of two vessels are assessed fifty-fifty if the courts find both sides are to any extent to blame. The Canadian National Steamships recently surrendered the Canadian Rover to the United States courts to relieve the bond which had been posted, which was said to be alarger than the value of the ship.

United States law provides three means of establishing the liability of a ship. One is to sell the vessel, the liability being set at her value, the value of the freight pending, and the value of the stores on board.

The Canadian Rover sustained \$18,000 damages in the collision. She is a steel vessel, built in 1920 and is 251 feet long.

It is understood that the Canadian National Steamships will bid for the vessel when she comes up for sale.

The Not Worth-the-Money Sex

By JOHN CARLYLE.

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ARE women worth the money they cost?

Mostly, no. They are a luxury. Most of them are loafers, they cry when their feelings are hurt, they hate to be alone nights and their statements are not to be depended on.

Also, they are controversial to a degree.

These facts will hardly be disputed by the most ardent feminist. If they are disputed, the disputation should be directed toward Mr. Rupert Hughes, who said most of these things first and who enjoys dialectics. Not all the blame should be directed his way, however. Many other men have noted these same traits in womankind and have been pained to observe that as women become less decorative their unreason is added to.

"The old man's home" →

TRAWLER FINDS STEAMER'S BELL

Confirmation Of Fate Of Missing Freighter Found

At Sea's Bottom

HALIFAX CHRONICLER, SEPT. 2, 1928.

BOSTON, Sept. 2.—Grim confirmation of the tragic fate of the coast-wise freighter, Sagua Lagrande, and its crew of 15, given up for lost more than a year ago, was brought to port here over the week end by the fishing steamer William J. O'Brien, Captain Michael Powers had a ship's bell marked "Sagua LaGrande" and a small flag-pole, presumably from the same vessel, swept up by his fishing nets about 180 miles southeast of the Boston Lightship.

Records show that the Sagua LaGrande, a 785 ton steamer, cleared from Philadelphia on January 22, 1928, for Halifax, with a cargo of 900 tons of coal. After clearing the port, the ship never was heard from.

Wreck. (Wrecked July 28, 1928)

Scores of people have been travelling to White Point Beach to view the Gloucester fishing schooner, "Marjorie J. Parker," which vessel went ashore there Monday night in the fog. This schooner was returning to Liverpool from the fishing grounds to have engine repairs and mistook the lights of White Point for our harbour lights. The vessel is full of water and may not be floated on account of the shoal waters surrounding her. She has no cargo on board. The crew have returned to Gloucester, Mass. Captain McLeod, the owner remains on board. Should a storm or sea roll in, this boat would be thrown up near the golf course. We understand the ship is partially intact.

LIVERPOOL, July 27 — The

two masted fishing schooner "Marjorie Parker" with Captain Archie McLeod, landed at Nickerson Bros. Cold Storage wharf for bait Saturday and reported a fine catch of shad and halibut. 4200 pounds were unloaded in Eoston bringing in \$196.00 to be divided amongst the crew whose ages range from 52 to 76 years.

The "Little Roy" also reported a good week of fishing and the smaller fishing boats have been active daily taking advantage of the fine weather which broke this morning with a heavy rain and thunder storm. No damage has been reported.

"A Joke Too Far"

BY R. C. COLE

Here's a little story that should answer, once and for all, the charge that the Scot has no sense of humor



"A smirking lot of nincompoops, were they not, Oswald?" muttered the king. And Oswald, his faithful servant, butler, executioner and head torturer, who had just had the busiest day of his career liquidating the late court, breathed hard and agreed.

HUNDREDS and hundreds of years ago, in the mystic kingdom of the Cocklicrans, there once came to the throne a stern and pious monarch named Kurdsenwey-el-Fritsch-Morse-Ali-By.

high positions of state were held by the old king's favorites, and not one knew the first thing about his job. "Not one," muttered Kurds one fine evening, a few weeks after he had come to power. "A smirking lot of nincompoops, were they not, Oswald?"

court, breathed hard and agreed. "The prime minister was the worst," Kurds went on musingly. "I think he was the worst—there wasn't much to choose. But I must get a new prime minister, Oswald. A new and capable prime. Some man of sense and honor, in whom I can trust implicitly, neither sycophant nor flatterer. Just, merciful, stern. Where, oh Oswald, shall I find such a one as this?"

after tossing upon tempestuous waves, blowing over sandy deserts, facing burning midday suns and freezing mountain nights, the whole gang arrived at Cocklicrans, where, after a short rest and a wash and brush-up they were shown immediately into the royal presence.

Three Short Short Stories Complete On This Page

half of the table. "Ha! ha! Ho! ho!" They rolled about in an ecstasy of mirth, holding their sides or clapping their hands, and the king and Oswald exchanged despairing glances. Oswald threw his book down in disgust and glared round the table. Everyone was laughing. Everyone. They always did.

THEY WERE JUST LIKE THAT

—By FRANK L. PARKE

THE big fat man rolled down the stairs and across the lobby to the desk. "Well," he bellowed at the clerk, "the people in this burg sure believe in doing their carpentering" out of season. A bunch of fellows stared poundin' about five o'clock and they didn't let up for an hour and a half. Even a salesman's got to have a little sleep now and then, you know!"

townspeople?" he inquired. The clerk frowned and thought the question over before responding. "Let's see," he said finally, "the war was over 20 years ago. You, I guess you could call the Halrey brothers townspeople, all right."

alike. Cliff was taller and Jerry was more rugged. They were both over 30 when they first hit town. "I remember," he went on, "the day they came. It was the day of the false armistice. About everybody in town, I guess, was here in the lobby shoutin' that the war was over. When it wasn't over at all! Well, Cliff and Jerry came in in the middle of all that ruction and wanted a couple of rooms. I never did find out where they came from."

mind that the only place the railroad could possibly build was down through Locust Valley. So they sold every piece of property they had and bought up every acre they could on the valley bottom.

They were always together, too. Not for each other's company, either. Just that the place that one would want to go would be sure to be the place where the other wanted to go, too. They always looked at things the same way.

They had anything to do with each other after a while, although they kept on in the same rooms right across the hall.

he did upstairs, of course, came out at the trial. He went right to Jerry's room. Neither of them ever locked his door. Cliff went inside and he fixed up the cutest little zig you ever saw for killin' a man! Just a brick held on the transom ledge by a little piece of string tacked to the top of the door. I don't know where he got the idea, but it was clever. When he had everything fixed to his liking Cliff closed the door carefully and went across the hall to his own room."

A THREAD OF THE PAST

BY HARRY IRVING SHUMWAY NEARLY everybody stopped to visit the quaint roadside shop of John Van Dyke. It stood back from the highway about 100 feet, shaded by two giant Vermont elms. Over the door of the one-time barn was a sign reading: "J. Van Dyke, Worker in Bronze."

gentle puffs of his bellows at the black sand of a mould. He looked up to greet the customer. And, stooping in his tracks, bellows gripped in one hand, "Hello," greeted the visitor. "So you're—John Van Dyke, is it?"

"But surely one of the government's bright young men ought to have brains enough to realize that sometimes it's true." "Sometimes," said the man, smiling. "But not often."

What makes me happy is finding a fellow like you, Wilmer." "Then why are you here?" "The other clipped a cigar and lit it. "You sent for me, you dumb cluck! Honest, how they missed you I don't know. But quit sending out invitations for G-men to call on you or else you won't be so understanding."

They were wrong now and then, but when they were wrong, they were wrong together. And once they were plenty wrong!

They took it pretty hard, the Halreys. Each blamed the other. Get talking to either Cliff or Jerry and either of them would say, "It was my brother's fault."

He corrected him, "Jerry Halrey did. Cliff was the one who was killed."



They were a strange pair, Cliff and Jerry Halrey. . . There was a year or two between them. . . But they were just like that. . .

"We Will Remember Them"

What has Canada done to mark in fitting manner the graves of her V.C. heroes?—In a Toronto cemetery a small number in the ground is the monument to a Victoria Cross holder who served his country well.



By ERIC HUTTON

WE carved not a line and we raised not a stone

But we left him alone with his glory,
The lines kept repeating themselves as we followed the sad-faced minister among the mosaic of little stones that mark the graves of Canada's warriors in Prospect cemetery. Here and there were gaps in the neat double lines. "Nothing but numbers there," said Rev. Capt. Sidney Lambert, beloved padre of Christie St. hospital.

He knelt to uncover a marker the size of a match box in the grass. It bore a number stamped in cement.

"I should remember where he is," said Capt. Lambert. "I buried him. On a cold day in January, 15 years ago."

We found him presently under a drooping birch tree. All that was left of George Richardson, one of Canada's earliest V.C.'s, on whose breast Queen Victoria plumed her bronze cross "for valour." Autumn leaves covered the grave.

It bore the number 2751, stark and cryptic. Simply the cemetery marker—less significant than a street number.

The lines with which this story opens were written by Charles Wolfe on the burial of Sir John Moore at Corunna, but they applied as aptly to George Richardson, one of Canada's forgotten heroes.

When Canada's soldiers gathered in their thousands in Toronto for the Corps reunion this summer, they went up to the soldiers' plot in Prospect cemetery, and fastened brave

little flags in the graves of their dead comrades. Today the flags still wave, a little faded by the sun and rain. But no flag is on this unmarked grave. . . simply because there was nothing to point out that "here lies George Richardson, V.C."

George Richardson was a staunch soldier of the Queen when he won his cross, during the Sepoy rebellion in India, and he was a staunch old man, a commanding figure, up to the day he died.

His home was at Stratton, Ont., in the Rainy River district. In the same way that fire roared through that area this fall, so did it ravage Richardson's house early this century. His wife died in the fire. He could not bear to stay there afterwards, but travelled about the province. When the great war broke out in 1914, the veteran V.C., then 83, offered his services to Canada, and he was highly indignant when the "brass hats" turned him down because he was too old.

"They think I'm too old," friends remembered him saying heatedly as he watched Canada rushing to arms. "But I'm not—and I wish they would give me a chance to prove it." He set out on a tour of Ontario, offering his help in recruiting. In Toronto he was the guest of prominent citizens, was given a banquet and was guest of honor at a big parade. All this surprised the old man.

"Why all this fuss?" he used to ask his hosts, they recall. "I only did what any soldier would have done in my place. They make a big fuss, but they won't let me fight again."

Nameless Graves

IN India, during the Sepoy rebellion, he had seen six Sepoys surrounding his officer. Armed only with his bayonet, he attacked, killing five of the enemy and beating away the sixth and saving the officer's life. That deed won him the V.C. It was gazetted in 1859, on a date later to become forever memorable—November 11.

Why is there nothing, but a meaningless number to mark the grave of a V.C. hero? Where does responsibility lie for remembering Canada's debt? "The subject," said Capt. Lambert, who has performed the last rites at the graveside of most of the men who lie in Prospect cemetery, "is not one for carping criticism—but it is a matter of national honor. Certain it is that the graves of the men who won the Victoria Cross should be suitably marked. There are, after all, not many of them—and we should not leave posterity with no record of where the heroes of yesterday lie. I will not attempt to lay blame. But I am sure that the people of Canada would want their heroes honored in death as in life."

As he walked away from Sgt. Richardson's grave, Capt. Lambert pointed to other gaps



"For Determined Courage . . . Although Severely Wounded . . ."

From the official citation of the winning of the Victoria Cross by Pte. George Richardson, whose grave in Prospect cemetery's soldiers' plot is marked only by a number, as shown above.

in the lines of headstones which lie level with the grass. "Everywhere you go in these famous rows you find nameless graves. Other heroes lie in them, men who won medals.

"People who walk among them do not know who they are. I do not know, until I look at their numbers and then at this official list in my hand. There are 215 unmarked graves in this Indian soldier who lies in France is marked—yet thousands of them are unknown. On these appear the words: 'Here lies the body of an unknown Canadian soldier—known to God.' Surely if Canada can mark those graves in Flanders she can mark these here."

Across the road, near the soldiers' plot but not in it, stood another kind of grave-stone. "There is an ideal soldier's tombstone," said Capt. Lambert, "fit for a hero's grave."

Strangely enough, the name on that stone, too, was Richardson—Capt. Colin Richardson, M.C., of the Third Field Company of Canadian engineers, who was wounded in August 1917, and died in November 1930. Beside it grow two small evergreens. On it is carved, in addition to the inscription, a cross and a maple leaf. It is the stone provided by the War Graves commission.

Several agencies exist which provide suitable burial and stones for veterans. The Last Post fund pays the cost of burying veterans whose relatives are financially unable to do so, and provides a suitable stone. Many of the graves in Prospect cemetery were marked by the fund.

Pensioners' graves are marked by the War Graves commission, and the Canadian Legion frequently provides funds for grave-stones. But how could a V.C. die and be buried in an anonymous grave?

"Possibly through a set of circumstances that are not obvious at this time," an official of the Last Post said. "Certainly the matter could not have been brought to our attention. A man like that should not lie in an unmarked grave. If we can raise the money, or if someone would like to donate it, the fund will undertake to place a stone over Sgt. Richardson's grave. You know how much it would cost to remember this hero? Just \$19."

Should Honor All V.C.'s

CAPT. LAMBERT would like to see the men who won the Victoria Cross—the most coveted military honor in the world—remembered by a specially designed stone. "Possibly with a reproduction of the cross carved on it," he said. "Then all who saw it would know that a great hero lay there."

Major Thomas Medland, secretary of the Canadian Corps association, suggested a metal reproduction of the cross "which could be put on the grave of any V.C., no matter how elaborate or how humble the stone might be."

"Even those graves in the soldiers' plot which are marked with names and decorations and regiments of the soldiers could be better," added Capt. Lambert. "They are laid flat on the ground, and every time we bring another war veteran here to bury him, we tread on the stones of those who died before. We cannot help it—there is no room to walk elsewhere. But I do not like the idea of walking on the tombstones of heroes. All these stones should be upright."

The first man to bring the Victoria Cross to Canada, too, lies in an unmarked grave.

He is William Hall, a Negro and a native of Nova Scotia, who lies in a little stony hillside cemetery near the village of Brooklyn, N.S., near where he was born. Only one man, the local carpenter and undertaker, knows where this hero lies. There is no stone or cross.

Hall was a son of a slave who had been rescued from the ship bringing him to the United States, and landed at Halifax. He joined the British navy and was assigned to H.M.S. Rodney. When the Indian Mutiny broke out, he sailed to Calcutta on H.M.S. Shannon. For bravery in battle at the relief of Lucknow he was awarded the coveted cross.

Three years before his death in 1904 he went to Halifax, his faded uniform ablaze with medals, to welcome the late King George V, then Duke of York, when the latter laid the cornerstone of the South African memorial.

In Mount Royal cemetery, Montreal, is a grave that comes under a different category. It is that of Private John Francis Young, V.C., and it is not neglected. But somehow it attracts the eye—perhaps by its very contrast to the ornate headstones that surround it.

Sometimes modest posies of flowers appear on that grave in the midst of floral profusion on both sides. But these offerings are not from a grateful country. They come from the slender resources of the dead soldier's widow and brothers, people with whom fate has not dealt too kindly since the war.

A recent visit disclosed two faded wreaths. Somehow they got one to thinking of the November day in 1923, when Private Young, V.C., received an invitation to attend the Prince of Wales' dinner in London in honor of all holders of the Victoria Cross.

The invitation for Private Young was relayed by military authorities to the sanatorium at Ste. Agathe, Que., where the hero was fighting his last battle. He did not live to see the dawn of the 11th anniversary of the end of the war in which he fought with such distinction. He dictated a good-luck message to be cabled to the reunion and died four days later. His funeral was elaborate, attended by representatives of civil and military officialdom. Today you have to search for his grave.

Young won his V.C. as a stretcher bearer on the Drocourt-Queant line, when the Canadian Grenadier Guards were sent against a German position heavily guarded by barbed wire.

Casualties were heavy among the first attackers, and many stretcher bearers were killed. Young, finding many of his companions themselves casualties, redoubled his efforts, dashing time and again into the inferno of fire to drag wounded men to safety.

For Circumlocution Bravery

PPRIVATE YOUNG'S citation for the V.C. reads:

"For most conspicuous bravery and devotion to duty in attack at Dury Arras sector on 2nd September, 1918, when acting as a stretcher bearer attached to D Company of the 87th Battalion Quebec Regiment."

"Private Young, in spite of the complete absence of cover, without the least hesitation went out and in the open fire-swept ground dressed the wounded. Having exhausted his stock of dressings, on more than one occasion he returned, under intense fire, to his company headquarters for a

further supply. This work he continued for over an hour, displaying throughout the most absolute fearlessness."

"To his courageous conduct must be ascribed the saving of the lives of many of his comrades."

"Later, when the fire had somewhat slackened, he organized and led stretcher parties to bring in the wounded whom he had dressed."

On the stormy coast of the Bruce Peninsula, in the little village cemetery at Lion's Head, lies another Victoria Cross winner, John Pearson, his grave unknown but to his descendants until recently.

"Even the veterans, when they held services in the cemetery, did not know that any other veteran was buried there but those who fought in the Great War," a relative said. "The grave is not neglected in the sense that it is badly kept, but in that it was not known."

"I think it would be a nice gesture if the government were to erect suitable grave-stones over the V.C.'s," said Mrs. Mary Baker of Toronto, a daughter, "and certainly no hero should lie in an unmarked grave. However, we are quite satisfied with the stone on father's grave. It is not very large, but it states his name, and that he won the cross."

Queen Victoria meant her award to be in the nature of a leveler; that rank should mean nothing in the winning of the cross save that it place the winner in the ranks of the unforgettable heroes.

But when death, the greatest leveller of them all claims the hero, people are asking does not a nation owe it as much to itself as to the brave man who is dead that his identity and his great valor be written in stone for posterity?

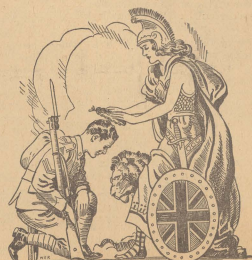
The Canadian Corps association, when acquainted with the condition of the grave of George Richardson by The Star Weekly, began action to see if it will be possible to have his grave marked suitably. "The association feels that the graves of V.C. holders should be marked in a distinctive manner," said Lieut.-Col. C. E. Reynolds, Ontario president of the association, "and the association will make representation to the government to that effect."

In the meantime, the dead do not care. Perhaps they say, with Robert Southey:

"Let no man write my epitaph; let my grave Be unmarked, and let my memory rest— Till other times are come and other men Who then may do me justice."

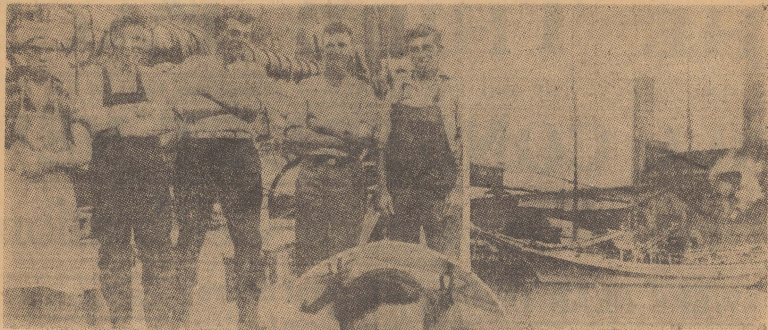


DECORATED BY QUEEN VICTORIA "for valor" during the Sepoy rebellion in India. Today a Girl Guide places flowers on the grave of Pt. George Richardson in Toronto's Prospect cemetery.



FROM: - Providence Evening Bulletin.
Re-printed in Halifax Herald, May 26, 1928.

Crew Of Nova Scotians, None Over 21, Take Lumber Craft To Providence



In the picture at the upper left are shown Purvis Croft, steward; Hollis Bush, A. B.; Percy Wambolt, A. B.; John Richards, mate, and William



Publicover, captain. At the right is shown the schooner "The Village Queen", while the insert is a close-up of Capt. Publicover.

Four Husky Youths Bring Lumber Schooner To Port

"Bill" Publicover, 21, as Skipper, Is Oldest Man Aboard the "Village Queen" of LaHave—Hopes to Get Master's Ticket Soon.

(From the Providence Evening Bulletin.)

THERE'S an ancient song of tarry salldormen that asks:

"Who do you think was skipper of her?"

Blow, boys, blow!

Holy Joe, the darkey lover,

Blow-o-ow, my buldy boys, blow!"

Down below Point street bridge, tied up alongside at the Burrows & Kenyon docks, are two Bluenose schooners, discharging cargoes of lumber. This story is about the one downstream, the trim three-master Village Queen of LaHave, N. S.

The Village Queen brought to Providence the youngest ship's crew that has sailed into this port for many a day. Not a man aboard of

her is over 21; her master is Capt. Billy Publicover of LaHave, a lad of 20 years, with the ruzz of adolescence still on his spume-tanned cheeks. Capt. Billy ended his first passage as skipper in his own right when he docked the Village Queen here. The roster of the crew which signed on with Capt. Billy follows:

Mate John Richards, 21 years old.
Ship's Cook Purvis Craft, 20 years old.

Able Seaman Hollis Bush, 20 years old.

Able Seaman Percy Wambolt, 18 years old.

Naturally, the boyish skipper was proud of his command. He said that after taking on the 208,000 feet of lumber—much of it being carried as a deckload—at LaHave, he put to sea.

CHOSE OWN COURSE

DISDAINING to follow the coast down, he laid his course for the tip of Cape Cod, and although fog which shut in thick made it necessary to navigate by dead reckoning, and although the heavy sea and a fresh wind coming in over the port quarters caused the vessel to yaw about four points on every sea, in less than four days after sailing out past Cape Sable, the watch on the Village Queen picked up the strong white beams of Highland light. Then down through Monomoy, Vineyard sound and eventually into Newport. The Village Queen tacked up the bay—the young skipper put it that "the wind was blowing straight down so we beat right up the 20 miles in a day." Then the vessel anchored off the Burrows & Kenyon wharf. A towboat put out to bring her alongside the dock, but the 20-year-old skipper wouldn't hear of it. He said that that made the towboat captain a "little mite sore." They hoisted the anchor, raised the fore-stays', and brought the Village Queen up to the wharf just as nicely as you please. It was what salldormen would call an "egg-shell" landing.

THE SON OF THE SEA

THE young sea captain said he was born at LaHave, out of which port his father, Captain J. L. Publicover, operates a fleet of coasters, two four-masters, three three-masters, and one double-stocked craft. Everybody goes to sea at LaHave, Billy said, and so, when he had completed the 10th grade in the LaHave school, he signed on at 13 years of age as a foremast hand on a coaster. Until he was 19, Billy sailed up and down the Atlantic seaboard, sometimes going as far south as Rio. When he was 19 he spent three months ashore at the Halifax Technical College. Then he passed the examination which gave him his master's ticket. His father thought Billy capable of going to sea as master so he put him in command of the Village Queen. Billy signed on his crew, they put schooner—which had been tied up at LaHave all winter—in readiness for sea, loaded the lumber and stood out for Providence.

FUTURE PLANS

AFTER a year as skipper of the Village Queen, Billy will go back to school again, get his master's ticket—at the present time he is licensed as a first mate—and then "I'll be able to step aboard any four-master," as Billy himself put it.

Unlike the salldormen who ship on vessels flying the American flag, who disdain to help in moving cargo, this crew of boyish Bluenoses are unloading their own vessel. After four or five days, her decks and holds will be clear of lumber and the Village Queen will go back to LaHave for another load.

SEEKS "WIDE OPEN" TICKET

AS for the future, Captain Publicover plans to get his master's coasting ticket, and then to get a "wide open" master's ticket for any tonnage, any ocean. That doesn't mean that he's going to desert the schooners for steam vessels. Not a bit of it! Unless schooners go out of business, Billy plans to sail one as long as he goes to sea, or until he finds it necessary to go ashore to take over the operation of the Publicover fleet. Steam vessels, Billy says, are expensive to operate; one can make more money with schooners. It was evident that this son of the sea loves windjammers—it's in his blood.

A STAUNCH CRAFT

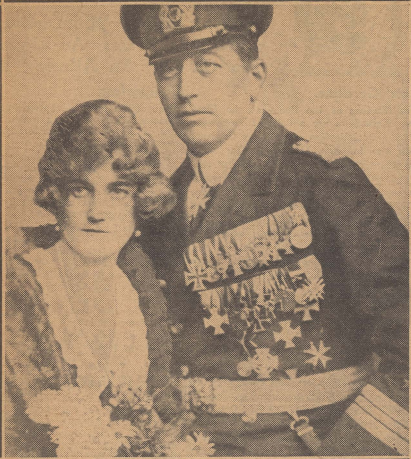
THE Village Queen is 4 years old, planked to the water line with beech, above that with spruce, and all as tight as a bottle. Her cabin is built under the poop, a new idea which permits deckloads on the quarterdeck and also increases the space for the captain's quarters aft. The Village Queen carries two gas engines, one of them to hoist sail and anchors, the other for the pump.

Capt. Publicover's crew expressed a lot of confidence in their commander. They've signed on for six months with him for service on the Village Queen. Far different, these Nova Scotian schooner men from the men who generally bring the coasters into Providence, American windjammer crews are older, the last few remnants of the age of sail. But five youthful Bluenoses indicate that, perhaps the Age of Sail isn't over after all; perhaps these lads are in the van of a new era of sailing vessels. All of them are confident that they will never have to desert vessels which carry great sheets of billowing canvas for ships of iron carrying coal and stinking engines.

*Reprinted in
Halifax Herald
from
Providence
Evening Bulletin*

May 26, 1928.

SANK £1,000,000 WORTH OF SHIPPING



The German Count Felix von Luckner (seen above with his wife) destroyed a million pounds' worth of Allied shipping, according to a book published to-day, and reviewed in a news page.



The sailing ship Seeadler (Sea Eagle), which was commanded by Count von Luckner during the war.

BOLD BUCCANEER IN MERRY MOOD

Captain Kidd Without the Killing

WINDJAMMER RAIDER

'Sea Devil' Who Cost the Allies £1,000,000 of Shipping

A million pounds worth of shipping scuttled and incalculable damage by delaying hundreds of cargo vessels from venturing out of port.

That is the record of Germany's mystery ship, the Seeadler (Sea Eagle), a windjammer. Her commander was Count Felix von Luckner, and his story is told by Lowell Thomas in "The Sea Devil,"* published to-day.

It is not very palatable reading for those who think that all the smart things in the war at sea were done by the British. Luckner was lucky and although he always seems to be saying "What a jolly fine fellow I am, by Joe," he is a German with a sense of humour, so one can forgive him a lot.

He likes to picture himself as a modern buccaneer, a sort of Captain Kidd without the killing, for he claims that his exploits were carried out without the loss of a single life, which is very different from the stories told by prisoners he sent to Rio in one of his prizes. Time and cooler tempers have done him more justice; his claim, the *Daily Sketch* believes, is genuine.

Kaiser's Protégé

Through Prince Henry of Prussia the Count became a protégé of the Kaiser's, who paid for his tuition in the navy from his private purse. He relates a conversation with the Emperor on the eve of the Seeadler's bid against the blockade.

The Kaiser spoke bluntly:

"Well, Luckner, at the Admiralty they now tell me it is madness to attempt the blockade with a sailing ship. What do you think?"

"Well, your Majesty, if our Admiralty says it's impossible and ridiculous, then I'm sure it can be done," I replied, "for the British Admiralty will think it impossible also. They won't be on the look-out for anything so absurd as a raider disguised as a harmless old sailing ship."

The Emperor looked at me with a frown, and then his face relaxed into a smile.

"You are right, Luckner. Go ahead! And may the hand of the Almighty be at your helm."

The hurricane just before Christmas, 1916, was a Godsend to the raider; at the height of its fury she slipped through the blockade. On Christmas Day she fell in with the British auxiliary cruiser Avenger. So well had the German been faked as a Norwegian that she passed the scrutiny.

The Norwegian fake included letters and photographs from homes and sweethearts in Norway about the crew's quarters.

The crowning idea was the skipper's wife, one Schmidt by name; slender, headless, and of delicate appearance. A photograph of him in blonde wig and women's clothes, and signed "Thy loving Josephine," hung in the Count's cabin. But Josephine had an outside in her foot. So when occasion arose "she" was an invalid with a rug round "her" feet.

Ship of Tricks

From keel to deck the Seeadler, which had been the American clipper Pass of Balmaha, was converted into a ship of trick panels and trick doors.

The Seeadler's biggest capture in the Atlantic was the British steamer Hornegarth, loaded with champagne. By a ship-on-fire hoax the raider attracted attention. The steamer came close up, but the fire was subdued. Then the raider revealed herself, but it was a call for "Torpedoes clear," which was Luckner's trump in bluff.

On the deck of the steamer a crazy yell arose:

"No torpedoes, for God's sake, no torpedoes."

"Lay to," I shouted, "or we discharge our torpedoes." There was no further sound. The fat captain was licked, licked by the terror the torpedo inspired in everyone who sailed on ships. . . . He sat down on a deck chair, cursing and wiping the sweat off his face. . . . Our prisoners came aboard. Amongst them were eight British marines. Two had been assigned to the steamer as a gun crew.

Incredible? Well, those are Luckner's words. Moreover, he says the Hornegarth carried a 5-inch gun; the raider only one small one, no torpedoes, and a section of a smoketank, which looked like a cannon, and, with a charge of gunpowder, made a noise like a broadside, but was quite harmless.

The Seeadler slipped away to the Pacific and was eventually wrecked on the coral reefs of Mopelia Island. The castaways sought more adventure, but Luckner's luck broke in the Fiji Islands. He was caught and interned.

"The Sea-Devil" stands alone among the works of war figures, though Lowell Thomas claims it as a companion narrative to that of Lawrence of Arabia. Luckner was not half the devil his nickname suggests, but he loved a bit of devilment.

"The Sea Devil," by Lowell Thomas. Hein-

HELPLESS SCHOONER

Dramatic Arrival Off Scotland After Being 48 Days Missing

After being 48 days missing, a Newfoundland schooner, which in the recent stormy weather drifted helplessly from the Newfoundland coast to the Scottish west coast, was yesterday taken in tow by the Northern Lighthouse steamer Hesperus to Tobernory.

The crew of ten men and one woman are safe. She was reported missing on November 23.

The vessel was the Neptune, of St. John's, and she was towed in with the boats and bulwarks smashed. She was on a coasting voyage to St. John's when caught in a storm which drove her right across the Atlantic.

The captain gave up hope of making St. John's on December 30 and making for this country, saw only two steamers on the way.

The Neptune was within 30 miles of home when carried away and was 48 days out on Thursday when, seeing a rocky coast, she anchored off Ardnamurchan lighthouse.

The lightkeeper saw her distress and signalled the lighthouse steamer Hesperus, which brought her to safety.

The crew and passengers had plenty to eat on the voyage, but suffered a good deal through lack of water.

The Neptune, according to "Lloyd's Register," is a wooden sailing schooner of 634 tons, registered at St. John's and belonging to the Job's Seafishery Company.

Neptune

The Lunenburg Riot, 1753

... the 1st of 1753 the sect. at
Lunenburg found things rather
hard. The summer, since their landing
in June, had been spent in clearing
patches of ground and putting up
rough shelters. Consequently there was
little time to get ready needed stores
for the winter. Provisions, as well as
clothing and money, were scarce and
considerable hardship began to be felt.
The outlook was dreary. Though
game and fish were to be had, other
necessities were lacking. Dick, the
immigration exploiter, had promised
much and those who had listened to
his seductive tales were disappointed
and homesick. Here and there little
groups feroathered and became
more and more outspoken in their
near despair.

One of these, John Petriquin or
Petrquin, gave out that he had re-
ceived a letter from England stating
that supplies had been sent out for
them and these had not been received.
These included bread, meat, pease,
rice, hulled oats, molasses, rum,
clothing, household utensils, agricul-
tural implements and cash. The word
of this letter soon went the round of
the settlement which included some
700 souls. A near riot broke out. De-
mands were made of Petriquin that
he produce the letter. He refused and
was thrown into the local Bastille, the
black hole in the Block house in Star
fort. This fort was so called from the
shape of the fence by which it was
enclosed. It was on Gallows hill,
where afterwards men were hung and
where the County Academy now
stands.

.....

Colonel Sutherland was in command
of the few troops quartered about the
forts. He was keen eyed, alert and di-
rect as a good soldier should be. He
was not versed in the suavity and in-
directness of diplomacy which was
not to his discredit. Sebastian Zouber-
buhler was a leading Justice of the
Peace. He was well set up, dignified
in a pompous way and carried his du-
ties with a certain measure of worth.
These two men soon heard of Petri-
quin's incarceration and visited him.
They found he was confined without
warrant, formal charge or trial. Con-
sequently orders were given for his
release for even in those days the
due process of law could not be ignor-
ed. A crowd had followed these repre-
sentatives of the law and military or-
der to the blockhouse. It was ordered
to disperse. Both orders were disre-
garded.

Petriquin was continued in his cap-
tivity. The next step was to issue a
warrant to bring him before the civil
authority to make explanation of the
report he had spread. Col. Sutherland
sat with the magistrates in a civil
capacity for he wore the ermine as
well as the plume. Spokesmen for the
people were also cited to appear to
accuse or excuse as the case might
be. The people at first agreed to this
but on the advice of the leaders of
the disturbance retracted their con-
sent. Sutherland and Zouberbuhler
then returned to the Block house to
see what further might be done. They
found a crowd of several hundred ga-
thered. These were in an ugly temper.

Some counselled throwing off all con-
nection with any Government and
organizing themselves into a separate
state. By doing so they thought to
escape the grinding they were getting
between the English and French
millstones. Sutherland spoke to them
for nearly an hour but was not able
to overcome their determination not
to give up the prisoner.

In the meantime Petriquin had been
put to torture to force from him the
whole circumstances of the letter. As
the boiling water kept dropping on
his face he weakened and as hot iron
was put to the soles of his feet
he capitulated and was ready to con-
fess anything. He declared that he
had had such a letter but had given
it to Justice Zouberbuhler who had
given him 10 guineas to keep the mat-
ter quiet. Afterwards he denied ever
having the letter. When this confes-
sion was read to the mob, all control
was lost. The wrath against Petri-
quin was turned into deadly anger
against the Justice. They rushed to
Sutherland's headquarters and de-
manded that the Justice be given up
to them that he might be torn limb
from limb. This was the least that
would have been done but Sutherland
had placed him in the Block house for
safety. He refused to accede to the
outrageous demands of the frenzied
rioters. Only the strength of the
Blockhouse protected both these men
from horrible treatment and probable
death. The rage of the mob was out
of all reason and control. Some arms
were secured and in the exchange of
shots two men were wounded by the
soldiers.

Col. Sutherland had dispatched
Lieutenant Adams to Halifax to re-
port the situation. Governor Law-
rence hastily summoned the Council
to see what action should be taken.
There were not many troops at Hal-
ifax, the ships at the disposal of the
Council were about to be laid up for
the winter. However quick action was
taken. Four ships were reconditioned
and supplied with a month's provision.
Two hundred men were embarked
under Col. Monckton and sailed as
soon as favourable wind arose. Col-
onel Monckton was an able and wise
soldier. An eastern city was after-
wards named for him and his papers
throw great light on one of the most
thrilling times in the history of Am-
erica. To him was given the task of
quelling the insurrection.

.....

On his arrival he placed the ships
so that their guns commanded the
settlement and the forts. He quickly
made all possible efforts to get at the
bottom of the troubles. He was more
adroit and calmer than Sutherland,
and was soon able to soothe the ruf-
fled spirits. He seemed to inspire
trust and after two or three days the
people were disarmed and quieted.
Petriquin confessed that the story of
a letter received by him was false.
He stated that Hoffman, who had
read the confession to the mob at the
Block house, a prominent man in the

community, a Justice of Peace in
Halifax, whom the Governor termed
a mischievous man, had told him that
he had had such a letter from a sailor.
Under Hoffman's persuasion Petri-
quin had stated that this letter was
to him and that he had given it to
Justice Zouberbuhler.

This made Hoffman out to be the
real instigator of the riots. A war-
rant was issued for his arrest, he was
taken at the home of one Harsham,
and given his turn in the black hole
of the Block house. The next day he
was taken before the Justices and
from thence to a ship for safe keep-
ing. Finally he was carried to Halifax
and indicted for high treason. As
there was only one witness against
him the Grand Jury threw out the
case. The charge was then changed to
high crimes and misdemeanours. Under
this he was convicted and sentenced
to a fine of £100 and two years im-
prisonment. The sentence was served
out on Georges Island in Halifax
harbour.

.....

Monckton's work was so successful
that in a month the trouble was all
over and as one writer quaintly con-
cludes, he sailed for Halifax leaving
the people perfectly quiet. He left a
detachment of 40 men as a precaution
in case of further outbreaks. But
Governor Lawrence was not satisfied.
He wanted all who lead the riots
summarily dealt with. Men named
Stratsbourg and Schuffelburger and
the Fischal were implicated. Then the
story spread that 200 Indians had
joined the rioters and that the French
had emissaries there who were mak-
ing the most of the occasion to fur-
ther French designs on the Province.
These caused a fear to exist that out
of this confusion anything might
happen and the Governor feared to
be too easy with those who caused the
outbreak. He afterwards wrote to the
Lords of Trade that the outbreak had
been long in hatching and was only
waiting until the war ships were laid
up for the winter and so general that
no ring leader could be found. But the
real sources was that these peace de-
siring Saxons and Teutons had come
to America for freedom from war.
Europe had reeked in blood for cen-
turies and people were sick of it all.
Now between the English and French
they were still in danger. They had
no ties to either party. They differed
in language and customs and only
wanted to be left alone. It was dis-
trust of those who sought to enlist
them in their own designs that stamp-
eded them. Later on their descendants
rallied to save the North West, some
spilled their blood in South Africa,
and many made the great sacrifice
during the Great and hideous war, by
land, sea and air. Many in command
of ships showed marvelous skill and
heroism in safely transporting food
and supplies for combatants and civ-
ilians during the years of that un-
speakable nightmare.

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NEW QUARANTINE REGULATIONS NOW EFFECTIVE

Go Into Operation at Halifax as Well as at Other Canadian Ports.

The new Canadian Quarantine Regulations recently adopted on recommendation of the Minister of National Health, are now effective at this port as well as elsewhere throughout the Dominion. The Quarantine Service is controlled by the Minister of National Health, and the organized stations are:

Quebec—Grosse Isle, in the River St. Lawrence, with Father Point as the inspecting base and Quebec and Montreal harbors as sub-stations.

Nova Scotia—Halifax, the harbor and Lawlor's Island.

New Brunswick—Saint John, the harbor and Partridge Island.

British Columbia—William Head, with Victoria, Esquimalt, Vancouver, New Westminster and their respective harbors as sub-stations.

Each organized station is in charge of a medical quarantine officer. Every maritime port in Canada other than those mentioned is designated an unorganized maritime quarantine station, as is also every inland port on the Dominion frontier. For the purposes of the regulations quarantineable diseases are: cholera (Asiatic), plague, smallpox, typhus fever, and yellow fever. Persons sick with other infectious or contagious diseases such as chickenpox, diphtheria, enteric fever, erysipelas, influenza, measles, scarlet fever, etc., are to be taken care of at quarantine stations only when proper facilities do not exist for their treatment at the port which such cases are to be landed. In the event of leprosy being found the person affected will not be allowed to enter Canada but will be detained at quarantine at the vessel's expense until taken on board by the same vessel when outward bound, unless satisfactory reasons be given for further delay.

Quarantine station grounds and wharves are reserved for quarantine purposes only and any one using them for any other purpose except with the permission of the Quarantine Officer in charge will be liable to a penalty of not more than \$500. Transshipping is to be reported at once to the department. Vessels exempted as coastwise from inspection except when coming from an infected port include those operating exclusively between Newfoundland or St. Pierre and Michelon and ports in Canada and those operating exclusively between U. S. and Canadian ports.

Every person on board a vessel who in the opinion of the Quarantine Officer has been exposed to infection must be detained for the recognized period of incubation of the disease. These periods are: cholera, 5 days; plague, 7; smallpox, 14; typhus fever, 12; yellow fever, 6.

Regarding vessels touching here on their way to Saint John the Regulations provide:

"With regard to vessels touching at Halifax on their way to St. John, N. B., when the quarantine officer finds a quarantineable disease on board, said officer, if in his judgment such action is considered safe, may allow Halifax passengers and their effects to land at that port, and issue to the vessel a partial clearance covering the same, leaving final action in the hands of the quarantine officer at St. John. The quarantine officer at Halifax shall telegraph a statement of action taken and the disease for which the full clearance is withheld to the quarantine officer at the port of St. John." (The provisions of the regulations apply equally in the case of vessels touching at Saint John on their way to Halifax.)

Vessels arriving at Canadian ports—except coastwise—are required to be fumigated for dertization, every six months, or oftener when epidemic conditions prevailing at ports of departure or way ports may call for it. Should a vessel refuse or neglect fumigation when ordered she will be refused clearance until the order is complied with.

No charge may be made against a vessel for treatment and maintenance at quarantine of any sick member of her crew.

Pilots are to be furnished with copies of the Regulations and on boarding a vessel from a foreign port a pilot will hand a copy to the ship's master; if he fails to do this a penalty is liable to a penalty not exceeding \$50.

fruit of selling fool on all understanding

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Marconi Operator."*

*months of grinding study at a training school;
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as a very junior operator in the radio station there.
l on that bleak inhospitable rock made me sigh for a
t was with joy that I received orders to "report on*

SMALL PRICES FOR OLD SHIPS

Chronicle, Jan 25, 1929
Present Values Of Tonnage Offer Little Encouragement To Vendors

Ship owners who have vessels which might have been disposed of last year but which they held until prices would rise have little satisfaction now as they contemplate the present ship values and the trend of them. When they consider what they could have obtained from the sale of a medium sized freighter a year ago and what they would have to take if they want to replace it today and hence realize on its sale, they find the sale price then compared with today was much higher.

Little reason can be given for the marked change in value over a comparatively short period of time. The fact that owners wishing to dispose of their older vessels or those unfit for the special services required of them, are holding their boats from sale until prices are better, has been given as a possible cause of the drop in price. On the usual principle of supply and demand the price might be expected to go up, the fewer ships offered bringing the more favorable price may be depressed by the withholding of ships from the market, for the comparatively few ships offering leaves buyers unable to secure vessels to suit them at prices which the state of the freight rates would warrant their paying.

As an example of the big margin in prices this year compared with last year the following cases have been cited among many others typical of the market in March, 1927, the Merak, 5,600 tons dead weight, built in 1920 sold for £40,000, while in May 1928, another boat of the same size realized £30,500. In 1927 a 5,000 ton steamer 25 years old was bought for £3 a ton dead weight, while now such a vessel could be bought for £2 a ton.

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Christmas and Crisis.

The Christ-Child came with Star and Song;
To him the Lamp and Lilt belong;---
Light of the World and Mirth of the Throng!

Weaver of Splendor through Duty and Doom,
Send Sunshine or Shadow, the Glee or the Gloom.
Thine be the Pattern as thine is the Loom!

(J.W.A.Nicholson.)

ECYCOES OF OLD CRIME ARE HEARD

Finding of Trunk of Tmosa Brown Recalls Famous Case of 30 Years Ago.

BOSTON, Jan. 26 (AP).—Out of the musty vaults of the Federal Building today came a reminder of one of the most famous murder cases in the history of the United States. Buried among ancient records and exhibits of the federal courts, now preparing to move to new quarters, was found the trunk of Thomas Bram, convicted 30 years ago of three murders on the high seas.

When the lid of the trunk was raised the first thing revealed was the captain's cap which the government had contended was the motive for the triple slaying for which Bram was first sentenced to be hanged, later retried and sentenced to life imprisonment and finally paroled and pardoned.

Bram was second mate on the barkentine Herbert Fuller. The government charged that he committed her murders so that he might become master of the craft. It was on a July morning in 1896 that the barkentine, which had sailed from Boston a few days before, put into Halifax, N. S. Captain Charles L. Nash, his wife, and first mate August B. Landberg, were dead. They had been beaten down and hacked to death with an axe. Second Mate Thomas Bram was in irons, and so was Charlie Brown, a seaman. Each accused the other of the murders.

On the strength of Brown's testimony, Bram was convicted of murder in the first degree and sentenced to be hanged, but the Supreme Court set aside the verdict and granted him a new trial. He was found guilty a

MONTCALM TO BAY ST. GEORGE

Will Release Steamer Sambre Ice-Locked At Sandy

Ottawa, Jan. 24/29.

OTTAWA, Jan. 26.—(CP)—The Canadian Government steamer Montcalm has been ordered to proceed from Sydney, N. S., to Bay of St. George, Nfld., to release the Parquhar steamer Sambre, which is ice-locked there.

Icey conditions in the Northumberland Straits last week resulted in the temporary crippling of the Prince Edward car ferry, which was held up at Tormentine with a broken bow propeller. The Government steamer Stanley was despatched to aid the ferry but was unable to do so. Meantime the Norwegian steamer Terne, bound from Georgetown, P. E. I., to Havana, Cuba, with a cargo of potatoes, was caught in the ice and is in difficulties between Cheticamp, N. S., and Margaree.

The Stanley was ordered to assist the Terne, but was unable to force a way through the Straits of Canso and was forced back to Habitants Bay. Yesterday the department ordered the Stanley to North Sydney where she is now bunkering, while the Montcalm, which has been relieved there will proceed today to Newfoundland to help the Sambre.

second time and sentenced to life imprisonment.

In 1913 Bram was paroled by President Taft and in 1919 he was granted a pardon by President Wilson. For years he had dropped from sight, but a year ago he again came into prominence when his lumber schooner, the Alvena, was in distress off Cape Hatteras and it was feared the sea had claimed him. But he came into port safely at Portland, Maine, and his schooner is now plying between that port and Florida under charter of a lumber company.

RADDALL - FREEMAN

MILTON, June 12.—A wedding of great local interest took place at the Baptist Church, at noon on Thursday, June 9th., when Miss Edith Margaret, younger daughter of Mrs. Freeman and the late Fred R. Freeman, of this town, became the bride of Thomas Raddall, formerly of Halifax, but for the last few years has resided here.

The bride, who was given in marriage by her brother, Ralph, looked charming in a gown of white satin with rhinestone embroidered silk lace and bridal veil arranged in cap effect with orange blossoms. She carried a bouquet of bride's roses and was attended by her sister, Miss Marie Freeman, who was daintily dressed in pink satin trimmed with eren lace, with hat, shoes and hosiery to match, her bouquet being of pink carnations. The groom who is a member of the office staff of the McLeod Pulp mills, was attended by Mr. J. A. Parker, resident manager for the same company.

The Church had been tastefully decorated with green and apple blossoms, the bridal party standing beneath an arch. The pastor, Rev. C. W. Cook officiated at the ceremony and the wedding marches were played by Mrs. G. W. Ball, of Liverpool. The ushers were Mrs. J. A. Parker, of Milton, and Miss Hutchinson of Liverpool, who were gowned in peach colored crepe and carried bouquets of flowers.

At the close of the ceremony a reception was held at the home of the bride's mother, at which a large number of guests were present, including the groom's mother and two sisters, Mrs. and the Misses Raddall, of Halifax. During the afternoon the happy couple left for their honeymoon which is to be spent at the Indian Gardens and on their return will reside at their home here. The bride's travelling dress was of navy blue georgette, coat of navy Poiret twill, with hat and gloves to match.

The very large collection of beautiful and costly presents certify to the regard of their many friends.

Man's Cries Raise Alarm Just In Time

Murray Carey Was Up To His Shoulders When Help Reached Him

WOLFVILLE, Nov. 26. — What might have resulted in a lingering death was averted about dusk in yesterday's severe storm when Murray Carey, of Wolfville, was caught in the mud on the marshlands bordering the Minas river as he attempted to get a duck he had shot down during a solitary hunting expedition.

Carey had ventured out into the storm alone knowing that the birds were being sent shoreward by the wind and hail and as his first duck fell he immediately ran towards it ignoring the dangers of the "quicksand" section he was in. As he ran into a small stream which had been innocently camouflaged by the deceiving snow his feet sank quickly into the mud and in a short time was up to his shoulders in icy water and sucking sand.

COULDN'T MOVE LEGS

With darkness quickly settling over the desolate marsh the frightened and freezing man could not move his legs and after struggling vainly for several minutes he fired three shots with his gun. As the wind bit into the helpless victim and no response was made to the shots he shouted for help.

With the wind drowning out his voice Carey's screams attracted Frank Cook, of Wolfville, who was returning from his work. Cook heard muffled cries but with the north wind blinding him he could not see the partly submerged man. Following the shouts Cook came upon Carey in his perishing predicament and with great difficulty pulled the man from the mud.

Carey was assisted to his home and has to be thankful that he had not frozen to death before his cries were heard and his rescue instituted.

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ations, even though I had

Having been duly signed on the ship's articles I began getting acquainted with my fellow officers. This was easy, because there is a camaraderie about sailors which makes acquaintanceship and sets the newcomers at his ease immediately. The skipper was a thickset taciturn man, a graduate from the hard school of sailing ships. His son was also aboard, studying navigation. He was tall and muscular with fair hair and blue eyes, and from his sword-belt of the galleon, will be known henceforth as the Beau. He became very happy on the Ocean and Pythias Muckle and was respectable. Usually one, hailing from Auckat. The second and third mates were young Englishmen, newly fledged officers, and very broad of the fact, but wholly unskilful for a that. The second wireless operator was the ship's gal. That is to say, owing to his inability to smile at the inevitable joking to which a land-lubber gets on board ship, he became the butt of every joke. He was easily the most unpopular of the officers. The chief engineer, a dove-headed, and a young fellowman, the chief steward, corn. I liked the saloon mess, all happen family could not be found anywhere in the world. True, I was amazed (as what was left-home youngsters wouldn't have been?) by the fluent profanity of these men, and even shocked something of the sort. Those who go down to the sea in ships are, as a class, the most licentious of men; and are, unfortunately

one dummy funeral and one timber for dance, at Halifax.

Finding of Trunk of Tmosa Brown Recalls Famous Case of 30 Years Ago.

BOSTON, Jan. 28 (AP).—Out of the musty vaults of the Federal Building today came a reminder of one of the most famous murder cases in the history of the United States. Buried among ancient records and exhibits of the federal courts, now pre-moved to new quarters, was

brand of Na Karma for whom I gained her. A very dirty

AT HIGH MARK

Continued progress is revealed by the 121st annual statement of the Bank of Montreal for the period ending Oct.

FIELDWOOD SAFE IN HARBOR AFTER LONG SEA BATTLE

Schooner Makes Way, Un- dided To Lunenburg, With Rudder Gone And Sails Torn To Shreds

LUNENBURG, Feb. 11 — After titling with storms for nearly a month, the schooner Fieldwood, with her sails and the loss of her rudder, returned to Lunenburg, Nova Scotia, this morning. She stood three miles off the Ovens Bluff and was towed into Lunenburg. And even as the schooner was being helped into harbor and the crew were being cheered and complimented for their courage and seamanship, the Canadian ice patrol Arras and two American destroyers were searching for a schooner between Delaware and the Nova Scotia shore line and the Lady Laura was steaming out of Halifax harbor to join in the search.

Not until she was seen off Lunenburg this morning did the Fieldwood receive assistance. Then the Mascotte, commanded by Henry Nauss of Lunenburg, took her in tow and at noon she was undocking the Battery, safe in the harbor. When sighted, her flag was flying in her rigging, indicating that she was in need of a tow. It was impossible to ascertain her name but her lines and general description answered to that of the overdue Fieldwood, and Dr. Slauchenwhite of Liverpool telephoned to Lunenburg, where anxiety was beginning to grow acute, that he believed the Fieldwood was standing outside.

The Fieldwood had a cargo of salt from Turks Island which was to be delivered to the Acadia Supply Co. in Lunenburg. Under ordinary conditions she would have taken about ten days for her trip. It was not until she had been out from Turks Island three weeks that word of her reached Halifax (on Tuesday last), that she was rudderless, and her position was given as 33.42 latitude and 65 longitude.

The word came from the steamer Algonquin Springs, which had passed the Fieldwood, and immediately William Duff, M. P., of Lunenburg, arranged to have assistance sent to the schooner. He had the Arras despatched to search for her and also negotiated with the Boston Insurance Company for American assistance, which was granted in the form of two destroyers, the Faxing and the Wainwright, the Captain Barkhouse and R. Shreve also gave valuable assistance in securing rescue ships.

Captain Harris Oxner and the crew of the Fieldwood are given great credit for gallant seamanship in saving the schooner and protecting the interests of the underwriters. They persisted despite advice to abandon vessel although they well knew salt was a dangerous cargo in inclement weather, and the particulars of a battle with sea and wind make a gripping story.

The Fieldwood, Captain Oxner states, left Turks Island on January 13. When two days out she ran into heavy easterly gales which continued with very little moderation until the 25th, when she encountered a heavy gale which continued unabated until the 27th. On this date Captain Oxner discovered that his rudder stock was broken, which made the vessel unmanageable. Steering gear was improvised by the use of the outboard rudder chains and the brimming of the head stays. In the meanwhile, the ship, though laboring heavily, made some headway until February 1, when she met with an extremely heavy gale which blew away her fore stay sail jib and washed the flying jib to pieces. On February 3 the vessel was found to be steering badly and an attempt was made to improve this by rigging a jury rudder, which did not better conditions, and steering was resumed with the rudder chains and head sails.

On the 5th, Captain Oxner states, they sighted the S.S. Colorado Spring, hailing from Seattle. Signals were hoisted for the steamer to heave to. The schooner's small boat was lowered and Captain Oxner rowed to the steamer and made known his predicament, asking that a wire be sent to the Department of Marine and Fisheries at Halifax for assistance. This was in lat. 33.42, long. 65.00. The steamer, unable to get in touch with Halifax, wired the position and requested assistance to New York, where it was transmitted to the Department at Halifax. As the food supply was running low, these were procured from the steamer, which was the only ship sighted until reaching port.

On February 10, from the continued buffeting of wind and waves the Fieldwood started leaking and to complicate matters one of the rudder chains broke. To repair this the mate, Harry Strickland, was lowered over the stern in a boatswain's chair and, after being submerged a number of times, with much difficulty, he succeeded in making the necessary repairs. Shortly after, much to the relief of Captain and Crew, the Island of Little Hope to the West of Liverpool was sighted. Continuing her course the Fieldwood anchored off the Ovens Bluff within sight of home, from which position she was towed and locked in the home port by the S. S. Mascotte.

Captain and crew had a most trying experience, especially Captain Oxner, who after the mishap to the rudder was on duty almost continuously, scarcely securing very little rest or sleep. Captain Oxner, on behalf of his crew and owners, wishes to express sincere appreciation of the act of the American Government, who so generously co-operated with the Canadian Government in sending ships to their aid.

The crew list of the schooner Fieldwood is as follows—Captain, Harris Oxner; Mate, Harry Strickland; Boatswain, Gustaf Samson; Cook, Thomas Rafuse; Seamen, Norman Strickland, Lloyd Laing and John Cudford.

turned to life.
of these was hunger.

THURSDAY, JUNE 30, 1932

"Jacque Satisfaction Expressed At Performance

Largest Motor Vessel Built in Province Handed Over to Owners

LIVERPOOL, June 29 — The "Jacqueline M.", largest wooden motor vessel ever constructed in Nova Scotia, successfully passed her sea trials here Tuesday afternoon and was handed over to her owners, the Standard Steamship Company, of Halifax. Fulfilling the highest expectations of both builders and owners the "Jacqueline M." churned through the water at a speed in excess of 12 knots driven by two 400 horsepower Fairbanks-Morse diesel engines.

The "Jacqueline M." was built of native timber at the shipyards of J. Ernst and Son, Mahone Bay. She is 175 feet in length, 29 feet in width with a depth of 12 1-2 feet and is more than 400 tons gross. Following delivery the vessel sailed today for Riverport to lay up.

Bounty On Skunks Is Discontinued

CHARLOTTETOWN, April 21—A bounty of fifty cents given in return for a skunk's snout by the Prince Edward Island Government will be discontinued after this month, it was learned tonight.

Since the bounty on skunks was inaugurated seven years ago, money has been paid for some 32,000 skunks. The skunk, with a bad reputation as a raider on farms, especially poultry, are numerous on the island.

The skunk is not native to Prince Edward Island. About a quarter century ago a few were imported for fur-farming purposes. Later the market value of their pelts dropped and they were turned loose. They multiplied rapidly and at present their number are estimated in the thousands on the island.

'Cowardly Attack' By Patrol Boat Is Alleged

U. S. States Department Investigating—British Government Awaiting Report of Schooner's Sinking—Crew Taken to New Orleans, in Manacles.

COAST GUARD DEFENDS ACTION

NEW ORLEANS, March 24—Captain John H. Randall, of Liverpool, N. S., commander of the schooner I'm Alone, declared tonight that he was outside United States waters when he was boarded by the patrol boat which subsequently sank the schooner.

"I did not stop because I knew that I was protecting my rights," Capt. Randall said, "and knew I was entitled to the high seas. This is the most cowardly attack on a merchant ship since the submarine warfare."

Capt. Randall said he carried only liquor aboard the I'm Alone.

The schooner's home port is Montreal, and she is owned by the I'm Alone Transportation Co. Capt. Randall admitted that he had been engaged in the rum smuggling trade for some time.

A. M. Simpson, British Vice Consul, said he would make a report to the Consul and in the meantime the Consulate would have nothing to say.

STATE DEPARTMENT STARTS INVESTIGATION.

WASHINGTON, March 24—The sinking of the board schooner I'm Alone, by United States prohibition officers, off the Louisiana coast, is likely to cause trouble for the United States.

The British Embassy so far has confined itself to requesting further information. The State Department is investigating. Diplomatic delays will give everybody a chance to think.

The fact that at least one life was lost in the sinking of the I'm Alone, emphasises its importance as a test case.

R. H. Randall
 1850-1920
 1850-1920

The Coast Guard takes the position that the schooner had long been suspected of rum running. It holds that a blacklisted boat is target for United States cannon in territorial waters, but within the limit vaguely treated within the limits of "one hour's sailing," the strict letter of the law supports the contention.

Hitherto, the Coast Guard has confined its activities to search and seizure. In two or three cases United States courts have over-ruled the judgment of Coast Guardsmen as to what constitutes jurisdiction in territorial waters, with the result that seized ships and their cargoes have been handed back to their foreign owners.

SEIZURES MADE 100 MILES AT SEA

Sometimes, the men who navigated the ships had been in jail for months before the higher courts found them technically guiltless. The Coast Guard has gone as far as 100 miles out to sea to seize a boat which was on its blacklist.

The I'm Alone incident raises a new problem. Does the Coast Guard claim the right to sink any ship it suspects of breaking the United States prohibition law, whether the ship is within United States territorial waters or not? The Coast Guard takes the attitude that within any reasonable distance, a rum runner is fair game.

The foreign governments agree that persons conspiring to break United States laws are not entitled to protection. The British and Canadian Governments have special treaties with Washington to prevent violation of the United States law by countries on the American continent. Ships carrying British registry are subject to challenge in waters near the United States coast.

Land on the port to
large gull on a little sugar-loaf rock. Use it

SUBJECT TO WARTIME MEASURE

The Coast Guard service takes the attitude that I'm Alone was subject to wartime measures because she did not halt at the command of the United States Government.

The Coast Guard offers to go to the expense of raising the I'm Alone to prove that the boat was laden with contraband destined for the United States.

The State Department is anxious to reassure foreign governments that

shipping in United States waters is not likely to be sunk on suspicion.

But the Coast Guard is concerned only with its own departmental business. Whatever the result of the inquiry may be the incident illustrates how completely detached from each other are the departments of government in Washington.

CREW, IN IRONS, REACHES NEW ORLEANS.

NEW ORLEANS, La., March 23—Coastguard cutters, Dexter and Walcott, plowed up the swollen Mississippi to New Orleans today, bringing in irons the crew of the British schooner I'm Alone, including one dead member, the victim of a gun battle at sea off the Louisiana coast after a 24-hour fight.

The I'm Alone was shelled by the Dexter yesterday when her unidentified master refused to submit to search on being overhauled by the Coastguard boat, and was sent to the bottom with a suspected cargo of contraband.

The elusive craft, which coastguardsmen say carried on successful liquor smuggling operations for three years off the coast of New England, was sunk near "Sixty Deep" off Marsh Island.

Officials declined to give out information until they had interviewed the commander of the Dexter and Walcott, patrol boats, which sank the schooner after a hard chase in which the fleet schooner outdistanced the Walcott only to run into the Dexter which crossed her course.

Behind locked doors in the Customs House, the Coast Guard crew and prisoners were brought in groups for questioning.

DEAD SEAMEN WAS FRENCHMAN, BRITISH SUBJECT

The patrol boats, expected here early today, did not arrive until 9 a. m., and in an effort to conceal information they tied up at four different docks.

At one stop, they unloaded the body of the seaman who lost his life in the rush of the schooner's crew for life boats. He was identified as a Frenchman, but a naturalized British subject. Officials declined to give his name, but said they wished to correct their previous statement that the seaman was a negro.

The inquiry, particularly, will determine the cargo aboard the schooner. It was said that a valuable cargo of narcotics might have been aboard.

The prisoners refused to reply to questions.

Officials promised to give out details after examination of the witnesses.

Capt. Gamble, Commander of the Gulf Division of the Coast Guard, after interviewing the officers and crew of the Dexter and Walcott, said the

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REFUSED TO SURRENDER TO SEARCH, CAPTAIN SAYS

He also declared the schooner refused to submit to search when she was hailed by the Walcott, early Wednesday. After a day's run, toward Mexico, the schooner stopped and permitted Frank Paul, commanding officer of the Walcott to go aboard under a truce, alone and unarmed, for a conference.

The schooner's skipper, Capt. Randall, a Canadian, refused to allow a Coast Guard inspection and Paul returned to his boat and continued the chase in a rough sea. Meantime, the Dexter, called by radio, started a diagonal course to intercept the flying schooner.

Coming strong the Dexter signaled the schooner to heave to then fired a broadside through her rigging. The signals were answered by the hoisting of additional sail on the schooner and full speed ordered for her two gas engines. The schooner pulled to the south and made for Mexican territorial waters.

Seeing the schooner near escape, the Dexter megaphoned a warning that she would sink the schooner and ordered the crew to take to lifeboats.

Capt. Randall waved them aside and kept his course. The Dexter fired a three pounder on her bow, then kept a steady firing into the schooner's side.

The Walcott, which had hung on during the chase, helped the Dexter in rescuing the men.

The 'I'm Alone' went down quickly carrying 2400 known cases of liquor with her, officers said. Coast Guardsmen took no stock in the possibility that a cargo of aliens went down with her.

Sir Esme Howard, the British Ambassador, called upon state department officials Saturday in connection with the sinking of the 'I'm Alone'.

The ambassador did not make any representations to the department regarding the incident, but intimated that if the press reports of the sinking were true the matter might be seriously consider. On behalf of Sir Esme, the department asked the Coast Guard for further information. Officers of the Walcott reported that the schooner was lying at anchor ten or eleven miles off the Louisiana coast when she was sighted.

As the Walcott came alongside the commanding officer reported that Capt. Randall stood on deck brandishing a gun, shouting that anyone that attempted to board his ship would be killed.

Randall is being held in New Orleans, formally charged with "interference of a merchant vessel against a patrol boat."

Capt. Gamble said the Walcott did not fire into the schooner because the commander hoped the schooner eventually would give up.

Capt. Gamble believes the sinking of the vessel has ended the career of one of the most notorious smugglers in modern times.

LONDON, March 23—The British Foreign Office this afternoon had received no report concerning the sinking of the British schooner, 'I'm Alone,' by United States coastguard cutters. The affair will be investigated by the British Ambassador at Washington and a report forwarded to London in due course.

LUNENBURG, March 24.—The crew of the schooner 'I'm Alone,' which shipped here, on October 30, last, was as follows:

Captain J. T. Randall, Liverpool, N. S.; John Gillan, Canadian; Robert Cook, Lunenburg; Edward Derable, St. Pierre; J. Gaspard, St. Pierre; Alvin Freeman, Halifax. Shipped at Halifax: Chesley Hobbs, Halifax; Leon Maingoy, St. Pierre; Frank Williams, Montreal; Sterling Bemis, Halifax; James Jensen (Dane), Halifax.

he mainland, here into

Capt. Randall's Statement

NEW ORLEANS, March 24—The following is a sworn statement by Capt. John Randall in part:

"I am 49 years old, born in Trinity, N. E. My present home is at Liverpool, N. S. I am a Canadian citizen since 1899. My family consist of a wife and two children and they live at Liverpool, N. S. I am a Master Mariner, carry a "master's O and C license issued at Cardiff, Eng.

"I was employed as master of the 'I'm Alone' and took this ship at Lunenburg, either Oct. 30, 1928, or November 1.

"In November, 1928, we cleared from Lunenburg to Halifax. Leaving Halifax about November 4, 1928, we cleared in ballast for St. Pierre, where we arrived about November 10, 1928. At St. Pierre, we took on a cargo of approximately 1,400 cases of assorted liquors. Before clearing from St. Pierre there was delivered to me the one half of 12 or 15 American dollar bills. At that time I was given instructions to take my ship south of Trinity Shoals. I was instructed that I should deliver my cargo to the person who presented to me the other half of the bills.

"I cleared from St. Pierre for Belize, soon after."

The statement then describes the meeting with the Coast Guard, Nov. 28, 1928, and subsequent disposal of the liquor to properly identified customers off Trinity Shoals.

The captain described the meeting with the cutters on March 20, and declared that he was fifteen miles off shore.

*ships can be up. Railway tracks
may be discharged directly into
reins; while other tracks accomodate large electric cranes
any part of the docks. Efficiency is the keynote throughout.*

*three joyous weeks the Beau and myself roamed the
ling some of the gaiety of its kindly Lancashire folk*

maintain a signal station there,

Round London's Zoo

Polly the Macaw

By Helen M. Sidebotham

POLLY belongs to a family of large South American parrots known as blue-and-yellow macaws. She is a brilliant creature, for her back is an ultramarine blue, while her breast and underparts are a bright yellow, but she is by no means a rare bird and there are many of her kind in the Gardens.

As a conversationalist her powers are limited, but she makes the most of them, and, as she is allowed out of doors on warm days Polly manages to get a great deal of fun at the expense of visitors.



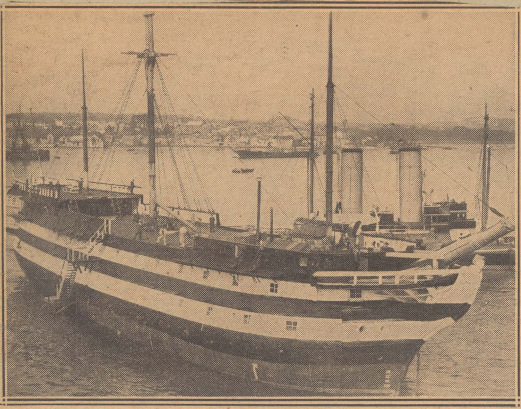
During the summer months she and other hardy parrots are placed inside the main gate and along the terrace walk, but though the birds are a striking decoration, this macaw does not appear on her appearance to win friends; her practice is to wait until a visitor has just passed by and then she shrieks "Hello!" in a surprised and delighted

tone of voice. The visitor turns round to find out who has hailed him, and, seeing Polly, he naturally stops to congratulate her on her joke. A gift of food follows, and Polly graciously turns her head so that it can be stroked, and by the time the pair part they have become friends.

Many of Polly's colleagues also call out a hearty greeting, but it is unwise to stroke these birds before making sure that they like caresses; yet each of them will bow for food and take it gently in one foot. Sometimes the macaws manage to snap the chain that holds them, and they then remain at large while the weather is warm, returning to their captive relations to borrow food; but as soon as the autumn approaches, and nights grow chilly, they come back to the Parrot House one by one and ask to be taken in.

*ships can be up. Railway tracks
may be discharged directly into
reins; while other tracks accomodate large electric cranes
any part of the docks. Efficiency is the keynote throughout.*

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The famous old three-decker Implaceable, which has been lying for some years at Falmouth, is being found a new berth in Southampton harbour. Now used as a holiday ship for boys, Implaceable as a French ship engaged Nelson's Victory at Trafalgar.

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**UNIQUE VESSEL
GOES INTO WATER**

Owners Of Shelburne - Built
Motored Craft, Not Re-

vealed
Rem-named (1930?)

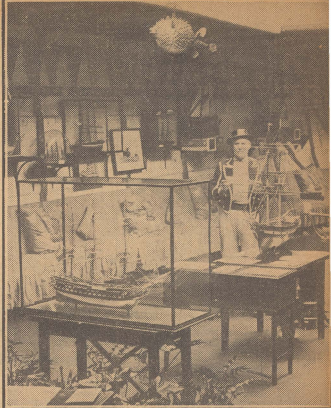
SHELburne, Aug 7. — W. C. Mac-Kay and Sons launched a fine sea-going motor cargo vessel here at flood tide this morning. The craft, which is of rather an unusual type for its class, is 130 feet long, 15 feet wide, and all the way round the vessel is decked over some 18 feet, with a sort of a whaleback, which is designed to lessen the force of seas that would otherwise break over the bow of the ship. This super-decking covers the power winch and hoisting engine and the entrance to the forecastle, and is said to be commonly used on ocean-going cargo ships, this is the first time that a local built ship has been so constructed.

Another unique feature of this craft is the pilot house, the floor of which is raised some three feet above the deck, and the sides of the pilot house at three steps leads into the pilot house. The ship has an especially large cargo space and in addition is designed so as to possess a good deal of speed. She is named the "Werra," and is painted a dull gray above water. The name of her owners is not available. Mr. MacKay has another similar but smaller craft, nearly ready for launching.

rain a few cages of
pers.
of Manchester's
a day did the Beau

service which 'is a distinct asset, and a detestable climate which is not. To Manchester belongs the dubious honor of the heaviest annual rainfall of all England's cities and well does she earn her fame. The Beau was especially caustic in his opinions of the local weather. "Ye gods, demanded he viciously, as one afternoon we sheltered in a doorway from the everlasting rain "how can human beings exist in this climate?" To our mutual surprise

ppable electric tram



ABOARD FRIEND SHIP.—A sailor in the uniform of a seaman of Nelson's time waiting to conduct visitors over the old clipper Friend Ship, now the clubhouse of the Friendly Adventurers organisation founded by (left) Mrs. Ruth Knowles. Below deck is a display of ship models. The ship is moored off Charing Cross.—(Daily Sketch.)

TRUE ORIGIN OF GROG

Your correspondent who explains that the origin of "grog" was the Grognam breeches of an admiral must be sadly misinformed.

It is common knowledge at sea that the word originated from one Ross, a French admiral, who died at Guadaloupe. His body was preserved in a barrel of rum and sent back to France.

On the voyage, however, the ship was taken by a British man-of-war, and the rum cask was handed over to the lower-deck. On the top of the cask, the only thing to show that all was not what it seemed, were the words: "Guillaume Ross, Obit. Guadaloupe," and found the bung, the initials "G.R.O.G." Hence also the naval expression, "Tapping the admiral."—Shellback, Wheistone, N.20.

MEN AND WOMEN WANTED

We have openings for several men and women who are in a position to devote whole or part time daily. Must have fair address and be able to approach people in a somewhat intelligent manner. No selling or canvassing. Please be sure and give telephone number in application. Apply to—

BOX 125, Chronicle and Star.

No. 52



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 We were getting a close-up
 solid, ignorant, loyal

About 1936
Rum-running

Speaking of Halifax, Mr. Cowan stated that he had examined about 35 applicants for the position as Chief of the Preventive Service in Nova Scotia, and also for positions on the force, but no decision has yet been arrived at. The Department will appoint a man with the highest qualifications and one who has the respect of the public as chief, while all members of the force must be men of integrity and holding the respect of the public. Mr. Cowan said.

The department has been faced with the fact that the great source of supply of liquor smuggled into Nova Scotia and the Maritime has been St. Pierre and St. John's, Nfld., a few hundred miles away, whence 80 per cent of the smuggled liquor has come in the past, he said.

Not all the liquor sold illegally by bootleggers is smuggled, said Mr. Cowan. Recently, he said, a seizure was made, and it was discovered that the liquor had recently been made in the province and was very new and raw. This seizure is being thoroughly investigated.

"Criticism has been levelled at the Department because of boats hovering off the coast with liquor on board from which fast motor boats bring it ashore," said Mr. Cowan. "People who criticize, forget that we have no certain jurisdiction over foreign boats beyond the three-mile limit. Such foreign boats can remain out there, immune from seizure, and we can only place a patrol boat to watch them.

"Our patrol boats have, in the past, been coal burning which meant that they could only stay out four or five days before they had to return to port for fuel and water. This state of affairs is being rapidly overcome. The Department is having vessels built which will have a cruising radius of 1,000 miles, and be able to stay out for three to four weeks in all kinds of weather. Also, by the end of this year, there will not be a chartered boat in the employ of the Department," he said.

HOVERING BOATS CAN'T SELL CARGOES

"With regard to the boats hovering off the coast, no British possession will grant a clearance to the high seas. St. Pierre will give a clearance to the high seas, and the manifest just states one lot of liquor, so if we captured a vessel we cannot tell whether the cargo has been broached or not. Manifests, from British possessions, state the number of bottles or kegs or cases on board, when clearing.

"Since the first of the year, 14,000 gallons of liquor has been seized, as well as boats and cars. We have lately received information from one section of the country, that a young fellow on a rum runner that had been hovering off the coast had written to his family that the vessel has had to return to St. Pierre to reload its cargo, having been out since April and had been able to land but very little of it. Within the last two weeks, three schooners have returned to Newfoundland to unload their cargoes and one cargo was almost intact. This shows that our department must be making itself felt in patrolling the waters off the coast.

Ronald The Bear

SOME one suggests I dish up a bit of humorous matter once in a while, by way of variety. Perhaps the suggestion is timely. Anyway I am going to give it a trial. The following deals with something interesting to two provinces and is cribbed from Stuart McCawley's little booklet, "Cape Breton Humor," and I think it is pretty good.

"Did you know how the name 'Ronald the Bear' came about? The Mira MacDonalds claim it, and even some of the McEacherns; but it really belongs to the McAskill. My grandfather's father was the very man. It was a namesake of the Cape Breton giant who was talking, but not a relative, in fact he is not a Cape Bretoner at all, but a Spud Islander. Well, stop interrupting, and let him tell his story.

"Away back to the days the Monohans owned it, I mean, my grandfather came there with his own vessel, he built himself, and he had his own mariners. One night while at Summerside, the whole crew went ashore to a dance; and they had a jolly time until the old man took a fancy to a Monohan girl

for the Highland Fling, and a red-headed Monohan pushed him aside and said—"Her is mine." Then of course, the row started. It was grand olden times against at Summerside; and when the natives took to their scrapers and the building was wrecked, the old man started through the woods to the "Mary Sarah."

Just a few steps from the clearing, the old man tells, a big hury Monohan, twice the size of himself, hit him an awful wallop on the shoulder, and came to a clinch. I sunk me hand in his thick whiskers until I got me fingers on his whipple, and after hours of gripping and wrenching out comes his tongue, and I let go and down he flopped. I made for the vessel and told the boys I had killed a man, and ordered anchor up and sail hoisted. Everyone was aboard excepting "Squinty Jerry," and nobody had seen him since the fight. We waited until daylight for him, and as he did not show up, we had to get out of the harbor before the 'hue and cry' was raised.

"The next fall, when we were riding at anchor in Ingonish, "Squinty" came on board. He was full of abuse at our leaving him on the Island. Grandfather wasn't glad to see him and mighty afraid to ask any questions; but after a while the story of the killing of the Monohan man leaked out, and then "Squinty" had his laugh. Sure, it wasn't a man at all Grandfather had choked, but a four hundred pound bear. Now you know why my grandfather was called "Ronald the Bear Killer," and why our name the McAskills are called "Ronald Bear."

the city with surprising facility; but one must first see the unwary stranger who ventures into out first making diligent inquiries may consider him

August 1, 1932

Preacher Has Varied Career

STREET worker, floor walker, bank clerk, radio operator and clergyman—that, in brief, is the career of Rev. Geoffrey C. Hinselwood of Trinity church, Columbus, Georgia, who took the morning service yesterday in Trinity church, Halifax.

An Englishman by birth, he came to Canada in 1911. In Toronto, he found the going hard and for five weeks worked on the streets. Then he became floor-walker in a large department store and eventually entered the Dominion Bank as clerk.

In his spare time he studied radio, and then he worked as an operator on ships on the Great Lakes. In 1915 he enlisted in the naval radio service and served two years at Portuguese Cove and two years at North Sydney. When he was discharged in 1919 he stayed with the Western Union Cable Company at the North Sydney plant, and then entered the Home Missions field in Guysboro county. From there he went to Atlanta, Georgia, as his first call.

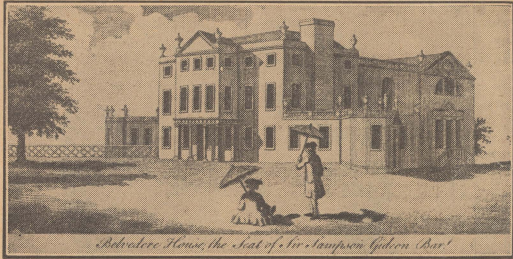
He motored to Halifax with his family. It was the first time he had been in the city since 1917. He finds it much changed. He will leave later in the week.

Parchment Shades

If the parchment shades seem to look a little soiled dip a wool cloth into cold water and wring it fairly dry. Moisten with a little linseed oil and rub over the shade. Repeat this until all dust is removed. Then rub the shade with a dry wool cloth.

nearby. Rooms had been booked re, which had risen Phoenix-ing our gear at the hotel, the larconi headquarters, in the id public transportation service. underground tubes one may

WHEN UMBRELLAS WERE REALLY NEW



Belvedere House, the seat of Sir Sampson Gideon Bart

This picture from an old engraving of Belvedere House, the seat of Sir Sampson Gideon, Bt., on the Thames, shows umbrellas in use. It is the earliest known illustration of umbrellas in this country. Jonas Hanway, the first Englishman to use an umbrella; died on September 5, 1786.—(From a print in the possession of Mr. Philip Prescott.)

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 and so on.

IT WAS Bishop Temple — after-
 wards Archbishop of Canterbury
 and whose son is the present Arch-
 bishop of York — who gave this
 advice to the curates of his diocese,
 says Mrs. M. V. Hughes (in "A
 London Girl in the 'Eighties'):
 "In making a sermon, think up a
 good beginning; then think up a
 good ending; then bring these two
 as close together as you can."

queried a rea-
 said with stud
 awful hole, isn't it?
 yesterday; whos that
 ou? well, so long; glad to have met you

New York 1905

Mrs. Jarley's Wax Works
 It is over fifteen years since
 Liverpool has had an exhibition
 of the Wax Works that have made
 Mrs. Jarley famous the world
 over. The exhibition will be held
 in the Oddfellows Hall under the
 auspices of Trinity Church Sun-
 day School.

Time after time correspondents, coming
 into Kent, ask me the meaning of the
 Cinque Ports and the difference between
 a Man of Kent and a Kentish Man.

There were originally five ports —
 Hastings, Dover, Romney, Hythe and
 Sandwich, to which were added two
 Limbs, Winchelsea and Rye.

A Man of Kent is one born east of the
 Medway, and Kentish Men are those
 born west of the Medway.

When William the Norman endeav-
 oured to conquer Kent he succeeded until
 he reached the vicinity of Dover Castle.
 He found it almost impregnable and
 rather than suffer great losses he came
 to terms with the King.

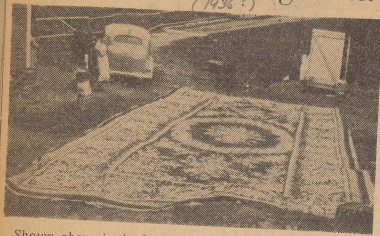
The bargain gave men and women who
 lived in East Kent special privileges, and
 William the Conqueror generously be-
 stowed personal honours as well. The
 special privileges were Gavelkind Law
 and exemption from tithes.

The Men of Kent therefore are justified
 in boasting that they were never beaten,
 while others in England were subdued
 by the Norman soldiery whenever they
 put up a fight.

My name had been ^{spoken} in morse on a loud buzzer in the room, signify-
 ing that I was to go to the office. In this office I received
 M. Transport Prince
 ting when I left the
 Beau, of my destination.
 lost in the hur-
 ate hope of fetching up
 and
 Only succeeded in
 it intervals by oblig-
 ing policemen. I found the Beau in his room and was agreeably surprised

Virginia Gets Masterpiece Of Cheticamp Hooked Rug Makers

(1936?)



Shown above is the huge hooked rug, as it was on display at Cheticamp, before being shipped to Virginia.

CHETICAMP, Oct. 26—A stately mansion in the Southern States will soon be exhibiting among its treasures a very remarkable sample of the beautiful, artistic and durable floor coverings produced by handicraft experts represented by a group of women in this Cape Breton village.

At the home of Mrs. Joseph Chaisson, of this place, there has recently been completed a huge hooked rug, thirty six feet long and eighteen feet wide, made entirely of wool, on which Mrs. Chaisson and seven of her neighbors have been working constantly for six months.

All the spinning, carding and dyeing was done in the door-yard, between the house and barn, the quaint spinning wheels and the Old World atmosphere being much more suggestive of a village in Normandy than a Nova Scotia community of a hundred years standing. During the summer over 2,000 tourists flocked to Cheticamp to watch the grave, dark-eyed French women at work, to admire the deftness with which they handled the spinning wheels, the patience and skill with which they produced from the big pot the soft shades of silvery mauve and pale yellow and dull green and dusty rose which were the exact counterpart of the water color patterns pinned on the barn wall, and which would give the rug, when completed, the glowing beauty combined with the faded softness of an old tapestry which indeed it resembles.

The tourists also took a delighted interest in the Chaisson family pig, whose pen was in the back yard beside the barn, and which was constantly being photographed and fed chocolate bars by the visitors.

as misplaced in that lions which sprawls frowning over the museum Pool at Happing: chiming the hour: the hot July sun; one George Windsor Kingdom of Great Beyond the Seas,

The curiously assorted warriorturesque touch to the crowded streets formed the Imperial City. Although peace was but allied armies were dispersing with the honors of

joining the "Prince George", since ca. Just then the skipper entered, 2 (second operator) and myself wo so that we could all go down g up the "War Karmas" affairs. the Beau and I spent two

ies may be appreciated in so energetic tourist may cover much ~~seemingly~~ was for this reason merely

Has Great Weight

On the day the rug was finished the workers found they could scarcely lift it and the only place big enough to spread it was on the hillside adjoining the door yard. It was only when spread on the ground that its immense size and the full charm of the elaborate floral pattern, imposed on a background of brown, could be properly appreciated and the superb quality of the hooking itself made manifest. It was sent almost immediately to Virginia, having been made to specifications in a special order received by Miss Burke, who has created a market for these mats in New York and elsewhere, and has been responsible for at least \$6000 being distributed to women workers in Cheticamp and vicinity, during the past year.

Another large rug, 22 feet by 13, was recently completed in the village and sold in New York for a library floor covering. It had a bird design, with mallard, teal, grouse, woodcock, pheasants and other game birds represented in natural colors. In the home of Mrs. William Larade, at present, another rug, 24 feet by 13, is being made by six young girls and a young man. It too is entirely of home-made yarn and has an unusual floral design of delicate coloring.

At Hunter's Mountain, in this vicinity, Mrs. Alec Campbell has attained considerable distinction for unique and original patterns and designs in hooked rugs, in whose manufacture she is an expert. Like her forebears on Skye and Harris, who use only natural dyes derived from heather and sea-weed for their famous tweed, Mrs. Campbell depends on her garden and the woods for her colorings, onion skins, beets, moss and berries being among the materials she employs to achieve the desired effects. She had the honor of having one of her mats selected by the Province as a gift for His late Majesty George V on the occasion of his Silver Jubilee.

a palace of meditation and seeming quid bronze and turrets to form the Parliament reflecting residence of the United rminions "

lent a pic-tion of called banners,

RESCUED MEN OF OF DRIFTING IN BOAT FOR 3 DAY.

Newfoundland Men Were Members Of Lunenburg Fishing Vessel Crew

LUNENBURG, July 9.—Three days adrift in an open dory with a very meagre supply of food and water, and given up for lost, after they had strayed from their vessel in a dense fog about 150 miles south of the Cape Breton coast, where they were picked up by a passing vessel and carried to Maderia, was the thrilling experience of Charles Scott and Joseph Clarke, members of the fishing schooner Madelyn Hebb, in command of Captain Fred Tanner of the Lunenburg Deep Sea Fishing Fleet. The men in question are natives of Newfoundland, which colony produces a fine type of fisherman, many of whom come to Lunenburg annually to augment the crews of the Lunenburg fleet.

The Madelyn Hebb was fishing on the northern edge of Bank Quoit, when on the morning of May 15, Scott and Clarke, in company with the rest of the crew, left the vessel to attend to their trawls. Dense fog prevailed at that time, and the two men, who were dory mates, failed to locate their trawl. The story of the three days' exposure and dread uncertainty is told thus by Clarke:

"Unable to find our trawl, we started, as we thought, to row back to the vessel; after rowing quite a while without finding her, we gave up the hunt and started rowing towards the Cape Breton shore which was about 150 miles north of where we were then. All day long we rowed, with a few short spells in between. Towards evening, to make matters worse, it started to blow heavy and got very rough. We left off rowing so as to save our strength for a smoother sea, and made a drag out of two trawl tubs that were in our dory, which we put out to keep the dory head on to the wind and sea, and with one of us in the bow and one aft, we tried to sleep. Our small craft, however, tossed about just like an egg-shell and there was no sleep for us that night.

"The next morning, still thick afove, we hauled in the drag and again started rowing for the land. By this time we were both feeling pretty blue, for we knew very well that even if our strength held out to row the long stretch of 150 miles, we were making so much leeway that we would miss the Cape Breton coast and make the Gulf of St. Lawrence.

USED BAIT IN BOAT FOR FOOD.

"The second day went by the same as the first, with fog so thick that we could hardly see much more than a dory's length. We tried using the small dory sail, but soon found out that it was made more leeway, so again we took to our oars. When the second night arrived we put out our drag and let the dory drift, while we managed to get a few cat-naps. Early the next morning, which was the third day, we took our oars, feeling in our own minds, if we don't soon get picked up it is all over with us. We began to see we would not make the land and that our only hope was to be picked up by a vessel or steamer, and as long as it stayed thick, our chances this way were small.

"During the forenoon," said Clarke, "I cut off the tops of my rubber boots and took the lining to kindle a fire, using the bait tub for a stove, and splitting up a trawl tub for firewood. In this way we partly broiled bits of fresh herring that we had in the boat for bait. We ate the fish and drank the last drop of water and longed for the fog to lift. About five o'clock that afternoon the fog lifted, and a seaman can easily know how we felt. A short spell afterwards we were sighted by the tern schooner St. Clair Theriault, of Pictou, in command of Captain Peardon, loaded with lumber and bound for Maderia. You can think we felt pretty good when we found ourselves with the deck of a vessel once more under our feet and something good to eat."

The men speak in highest terms of the kind treatment they received from Captain Peardon and crew during the run of 19 days to Maderia, at which point they remained a week. They then shipped on board the S.S. Ayrshire of Liverpool, England, made a trip to Brazil, then back to Lisbon, Portugal, thence to Holland, where they took on general cargo for Liverpool, England, at which point they finally took passage on the S.S. Nova Scotia for Halifax, arriving in Lunenburg last night.

is a small city with
to bear witness to ancient
of enterprise. It has been
prosperous since medieval
of sailing up the Solent on destruction bent, while
sons performed a similar errand across the Channel.
tempestuous days is scattered over the district in
tifications such as the old castle whose crumbling
of the waterfront. Near the ivy-covered seaward rampart

THE HALF-WAY MARK

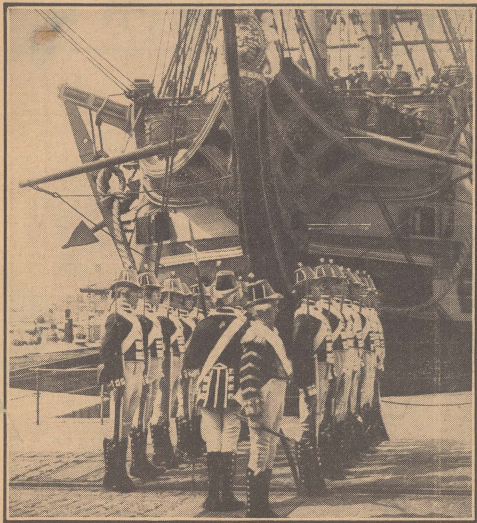
A roadside feature which it is believed will attract the attention of every visiting motorist to Nova Scotia is being developed under the supervision of Hon. A. S. MacMillan, Minister of Highways. This is a marker, unique in design, to show the precise astronomical station on Highway Route 2 midway between the Equator and the North Pole. Through the active co-operation of Hon. T. A. Crerar, Minister of Mines and Resources, engineers of the Geological Service of Canada have determined this point, which is on land owned by Mrs. J. Fulton of Dartmouth, and situated about 600 feet north of the Stewiacke River near Stewiacke. The Geodetic Service have driven into the earth there a four foot concrete block surmounted by a bronze tablet.

"The layman would naturally suppose" Mr. MacMillan said "that this midway point would be where latitude 45 degrees crosses Highway Route 2. The Geodetic Service point out that were the earth a perfect sphere this assumption would be correct. The earth however, is flattened at the poles and in consequence the midway point is some distance north of latitude 45°"

It is understood that steps will shortly be taken to prepare the ground for the marker, sufficient space being taken to provide for the parking of several cars. The marker will be set in place probably before the New Year. The value of the monument, the Minister pointed out, will arise from two important features: 1. It will demonstrate to visitors in graphic fashion the fact that Nova Scotia is situated directly in the centre of the temperate zone and possessing therefore, the many healthful and economic advantages of such a situation. 2. It will also possess direct publicity value inasmuch as visitors passing will no doubt, take photographs of the marker and also have themselves photographed at this point. The subsequent showing of these pictures to friends at home will bring Nova Scotia to the attention of numbers of prospective visitors

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AS AT TRAFALGAR BAY



Portsmouth's Navy Week, which opens on August 1, will afford the public another opportunity of a close inspection of all classes of ships of the Fleet, from battleships to submarines. Nelson's Victory in the condition in which she fought at Trafalgar will be seen in dry dock.

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...ars, presented a most enchon-
 ting use protruding craters of many submarine
 volcanoes, long extinct, whose fertile slopes are diligently cultivated.
 The anchorage is partly protected by a heavy stone breakwater jut-
 ting out from the foot of Monte Pico, the extinct crater of which towers
 over Fayal Bay. On the south side of the bay is the little town of
 Horta, scattered over the slope. The houses are entirely white after the

NOVA SCOTIA'S STAGE COACHES

(Halifax Chronicle)

An article of great interest was read at a recent meeting of the Nova Scotia Historical Society, written by R. D. Evans, B. Com., and prepared as part of a study of the province. The article was the result of his researches in the Provincial Archives, where he is pursuing his studies.

In 1815 there were only two "great roads" in Nova Scotia. One ran from Halifax to Windsor, and to the Halfway River on the Bog Road towards Hantsport; the other was the Old Cobequid Road, which ran from Halifax to Truro and on to Pictou. The roads were full of ruts, holes and wash-outs and in wet spring and autumn were almost impassable.

In 1815 the first suggestion of stage coaches was made when an Assembly committee recommended a grant of three hundred pounds to Pictou, in a four-wheeled carriage, but the House turned it down. In 1816 Isaiah Smith was given a grant of 100 pounds for running a stage coach between Halifax and Windsor. An offer was made of another 100 pounds to anyone who would run a fortnightly stage coach between Halifax and Pictou. Smith had two coaches, sleighs for winter,

and provided twelve horses. He offered to extend the service to Annapolis, but the Assembly would not listen to it. The road was not fit and it was only in 1823, seven years later, that the first real wagon was brought into Kentville. A pedlar took in a load of tinware and sold the outfit as well.

Smith's coach accommodated the passengers and took nine hours on the forty-five mile trip to Windsor. The fare was six dollars. From February, when he began, Smith gave a weekly service, but in the middle of May, this was changed to a semi-weekly, with accommodation for eight passengers in each coach. Horses were changed every fifteen miles. The stage coach was well patronized and by August the fare was reduced to \$4.50.

Ezra Witter, of Truro, responding to the 100 pound grant, began a coach service from Halifax to Pictou on July 1, 1816, and ran the coach weekly. First he used chaise drawn by only one horse, but after some years, drove a two horse carriage for carrying three or four passengers. It took from two to two and a half days. There were fewer travellers on this route and the service did not pay. Witter,

managing by mail contracts, continued until 1829. The fare to Pictou was \$10.

In 1825 Smith encountered competition on the Windsor route, a Mr. Todd running a service to connect with the packet from Windsor to St. John. In 1828 the Western Stage Coach Company was granted 300 pounds for five years to run four-horse stage coaches three times a week in summer and two or three in winter from Halifax to Annapolis. The fare to Annapolis was \$10, and the journey took two days.

The next year, 1829, the Eastern Stage Coach Company was formed charging \$6 from Halifax to Pictou and drawing its main support from the government. This company bought out Witter, but the company did not prosper, due to the light traffic. Mr. Evans follows the story of both stage coaches east and west, in interesting detail too long to cover here. Both found difficulties and were allowed to reduce the service when it was advisable—two horses instead of four.

In 1823 a stage coach was started from Windsor to Liverpool via Chester and Lunenburg. The fare from Windsor to Chester was \$3, to Lunenburg 29 shillings, and to Liverpool 45 shillings. The stage left Windsor on the arrival of the coach from Halifax, every Tuesday, made twenty miles on the Chester road that night and reached Chester at nine on Wednesday morning. It returned to Windsor in time for passengers to take the Monday stage to Halifax.

The coming of the Cunard steamers in 1840 speeded up the stage coaches and the lines were extended. By 1850 the roads had improved and the business was profitable. Two lines operated profitably on the Halifax-Annapolis route. The fare from Halifax to Windsor was \$1. Mr. Evans details the extension of coach services eastward to Cape Breton. In 1861 a semi-weekly stage coach was started from Halifax to Musquodoboit, Guysborough, St. Mary's, Country Harbor and Port Mulgrave, via the New Guysborough road—the old Guysborough road of today.

in-shore. The inhabitants are largely descended and have not changed their customs apparently since called there on his way to "9 1." At first sight the old hooded place in such a
By 1865 the stage coaches had reached the peak of their prosperity and ran like a net-work over the province. "Every part of the province was served by some sort of stage. From this position of first importance in the communication system, however, the stage coach was soon to fall. With Confederation another period of railroad building. This time long lines were constructed, which effectively reduced the stage coaches to a minor auxiliary service."
Th
stole and this was a medium of which the inhabitants fully avail themselves to keep a watch on the street.
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verts impregnable
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Now Horta boasts six one motor car, and this

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Bringing In The Moose

AN old friend down in Annapolis Royal writes me: "I was up spending the evening at Round Hill with some friends and reference was made to the open season for hunting the moose, and one thing led to another concerning the moose and his haunts and how to shoot him and all that, and one of the company remarked that he had read a great moose story written by 'I. C. R.' a few years ago. I, too remembered that story and remembered cutting it out of The Herald, but where I put it I do not know. It was suggested I write you and ask if you have a copy of the paper containing the story, and if not, would it be too much to ask you to reproduce it now that we are all interested in the king of the forest. Help us out, W. D., for the sake of old times." Sorry, I have not a copy of that issue, nor yet the manuscript, but I will do the next thing and try and re-tell it.

It happened a good many years ago, nearly fifty. Anthony Riardon was proprietor of the hotel directly opposite the old railway station. The Spectator office was in the building adjoining, and that is how I came to get into the story. The railway station was the terminus of the line, Halifax to Annapolis and then boat to Digby. The train from Halifax arrived each day about noon. It was either in charge of Conductor Joe Edwards or Conductor John Clarke. The open season for moose was in full flower, everybody going moose hunting or talking moose. One day a gentleman stepped off the Halifax train and started for the hotel. He carried a haversack and a rifle and was dressed in full hunting regalia. Mr. Riardon received him with the usual honors, and giving him the once over, concluded he was an Englishman. "Dinner is served," Mr. Riardon told his new guest, who evidently possessed an Englishman's appetite, for he was soon in the dining room and Mr. Riardon discussed him with the other occupants of the hotel office.

HALF an hour later the new guest appeared in the office and asked Mr. Riardon which way he would go to shoot a moose. He had, it appears, just arrived in Halifax from the Old Country, and somebody had recommended he go to Annapolis county if he wanted to do any shooting. It was evident he had no idea of the habits of moose or else was of the opinion that they ran wild through the streets as well as the woods. Mr. Riardon accompanied him to the door. "You turn that corner," he said, "and proceed along the street for about a mile. Then blaze away." The Englishman shouldered his gun and started on the long trek up George Street toward the mile board and friend Anthony spent the afternoon in telling his callers about the joke he played the mighty hunter from the city.

AT six-thirty that evening he was telling the story, perhaps for the fiftieth time, to a bunch of patrons and city people who had dropped in, when their attention was distracted by a big noise just outside the hotel door. Everybody went out to see what the racket was about. There was an ox team, and on the seat was the Englishman and the driver. And in the team was a moose, a big bull moose. The Englishman hopped off the team and proceeded into the hotel, and standing his rifle in a corner he asked Mr. Riardon where he would put his game. Mr. Riardon was recovering from his surprise. This was one on him the town would never forget, for he was a practical joker of many years standing. He told the man to bring in the

moose and put it in the sample room, and the Englishman washed his hands and proceeded to the dining room as though he had just completed an ordinary day's work.

IT appears the Englishman followed the instructions to the letter. He went as far as the mile board, and while debating which road he should take, a moose emerged from some bushes, evidently looking for some garden stuff to eat, when the gun was levelled at its head and it dropped in its tracks. Among those present was a butcher named McClafferty, who was as big a wag as Anthony himself. So he told the Englishman he would skin and dress the moose, that no hunter ever took away more of the carcass than a nice cut for some friends. Of course the man who shot the moose would have the head and hide, that was his trophy of the chase. The Englishman agreed and the moose was cut up. Each spectator got a share and the head went back to Halifax the next morning with the hunter. That is the substance of the story as it was printed in the Spectator the next day and copied into The Halifax Herald a day or two later. That was not the first, nor the last, bull moose to meet its fate within the confines of Annapolis Royal. I used to hear them telling about one being shot in the old shipyard, near the Catholic church and not far from Salter's Hotel. The point of this moose story, however, was the joke on Mr. Riardon.

"I.C.R."

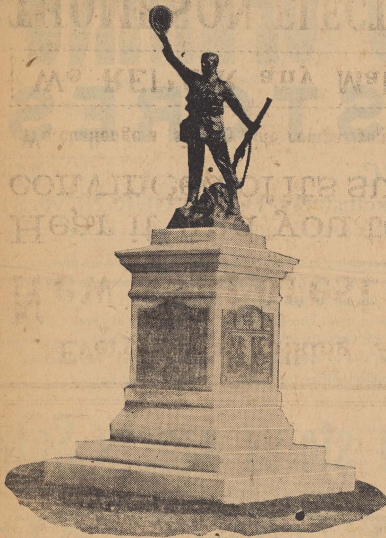
Hfr Herald (1998?)

ly, and there was a girl: a glorious creature with eyes; and a ^{wearing} dark band around her eyes, and I hoped that old my breath away, and I hoped that old gas-chairet would fall to pieces in the road so I might sit there and gaze at her. However the lady, becoming immediately aware of his adoring scrutiny, withdrew with saucy smile; no doubt she repaired to another shuttered casement to maintain her watch, but the Beau did not see her again.

accepted after
reets fort such tely, when would- rious beneath tion mured the lit eyes
rest house them:-

SOLDIERS' MONUMENT.

Erected in Liverpool in 1921 by the citizens of Queen's County in memory of the men who lost their lives in the World War.



They shall not grow old as we that
are left grow old;
Age shall not weary them nor the
years condemn.
At the going down of the sun and
in the morning
We will remember them.

*(Lancelotti
Binyon)*

Following is a list of names on the Soldiers' Monument:

- | | |
|-----------------------|------------------------|
| Abbott, Charles G. L. | Lloyd, William. |
| Annis, Lawrence F. | McCoombs, Lester. |
| Annis, Stanley. | McDonald, Charles. |
| Arenburg, Abraham L. | McKinnon, Ingram. |
| Augustus, Edward. | McKinnon, Lester. |
| Bagley, Charles. | McKinnon, Cecil. |
| Bartling, William C. | McKinnon, S. M. |
| Baker, William A. | Miles, James. |
| Berryman, Harvey. | Minard, Asa R., Jr. |
| Berryman, George Jr. | Nauss, Stanley. |
| Brown, Kenneth. | Patterson, John. |
| Burgess, Valdoe A. | Rawding, Foreman. |
| Clary, Howard. | Smith, Phillip E. |
| Coops, Allister. | Smith, Phillip G. |
| Croft, Daniel F. | Sproule, Perry. |
| Crouse, Joseph. | Spears, James. |
| Cunningham, Robie. | Sterns, Sydney S. |
| Dagley, J. C. | Wagner, Bernard C. |
| Daniels, Abram. | Wamboldt, William. |
| Fralck, Charles R. | Waterman, Clarence. |
| Fraser, A. S. W. | Weagle, Zenas. |
| Francis, Peter. | Wentzell, J. Theodore. |
| Freeman, Enoch. | Wentzell, Arthur. |
| Freeman, Clarence R. | West, Churchill. |
| Freeman, Charles. | Rhodenizer, Borden. |
| Gardner, Wyman C. | Ritchie, Charles. |
| Godfrey, Dr. Alex. T. | Robart, Kenneth. |
| Greenough, John R. | Sawler, Theodore. |
| Greenlow, William. | Schnart, Frederick. |
| Harlow, Albert L. | Seldon, John F. N. |
| Hendry, Erwin N. | Seamon, Francis. |
| Hicks, Walter. | Shea, Edgar. |
| Hines, George. | Shields, Donald F. |
| Hirtle, Francis. | Shields, Francis H. |
| Hunt, Eugene. | Sims, Burton. |
| Huphman, Lockhard. | Smith, Cecil. |
| Inness, Clifford. | Smith, Perry E. |
| Jollimore, Edwardd. | West, Maxwell R. |
| Joudrey, Charles N. | Wetmore, Hasting W. |
| Leary, Walter. | Wharton, Cecil. |
| | Zwicker, Harold. |

**\$5 BILL TAKEN ON BATTLEFIELD
TURNS UP**

MONCTON, N. B., March—From the battlefields of France, where it was taken by a German from a Canadian soldier and retaken from the German by a Moncton man at Warvilliers in the big British push of August, 1918, brought to Halifax and there used in making a purchase, a Canadian five dollar bill turned up among the daily collections of the City Hall here with the following written in ink on the back. "This bill found on dead German, Warvilliers, August 9th, 1918, 41470, C. R. Blakney." Mr. Blakney, who is a member of the staff of the Treasury Department of the Canadian National Railways in Moncton, when seen stated he remembered the incident well and he has reclaimed the bill. The German soldier also had a Canadian one dollar bill which Mr. Blakney took along with the five and it also was paid out by him on his arrival in Halifax after the War. The City Clerk, Lieut. Col. S. B. Anderson, was also at Warvilliers on this date. Mr. Blakney was a member of the headquarters signal staff at the time.

*hat most of us were
l isles of the sea"*

*ht, with its warm
rising over the black
usic of the military
, and the serried lights
sta la vista"*

*gores the coal in one
citement reigned during
hifted coal out of
get at the fire.*

Three days out from the Azores the coal in one of the bunkers caught fire. Intense excitement reigned during one night while the black squad shifted coal out of the burning bunker in an effort to get at the fire.

of Porto seemed to tumble a "Hasta la vista" hand drifted across the water after us, and the search lights took of San Miguel. The faint music of the military volleys, and a big moon just rising over the black He left on a perfect tropic night, with its warm and then quaint people.

captivated by the charm of these beautiful isles of the sea (1500 reis) a bottle, but I am sure that most of us were had a lot to do with it, and likewise wine at 75 cents out of the anchorage. No doubt the languishing señoritas short stay came to an end, and our good ship steamed General were the regretful sighs when the all-too-

read I may say I can sympathize with Mr. East a callen, you won't never see'd nought else. If you've heard the

BASKETS
make very useful articles.
We also have a large stock of goods as are used the whole year around.

Easter GLOVES
We are showing a variety of

ING
exclusively for
and Yard Goods.

McC
OUR NEW STORE
and Boys' High

ever increasing business in our present store we are opening a Mer-
chandise of our many customers! The entire stock in both stores is
being sold to the rifty Buyers at SMASHING LOW PRICES!
before—a great success in any way you look at them! BUT the
Y SEAMAN'S GRAND OPENING SALE in both stores is going
on faster than you've ever hoped for! New, beautiful merchandise a-
vailable for yourself and family!

After several hours furious labor the fire was located and extinguished. Followed six hot uneventful days, with cloudless skies and seas ~~of~~ of glass. We hailed the Gulf Stream, with its patches of seaweed and schools of flying fish, as a sort of land mark. We were nearing the end of our voyage.

Boston Lightship hove in sight out of a dense fog ~~and~~ on the morning of our seventh day out from Horta, and shortly afterwards we steamed to our wharf along side the "Prince Arthur" which had beaten us by half an hour in the long race across!

Our ship was moored in East Boston which is separated from Boston proper by the river Charles. One may cross either by ferry, or by street-car through a tunnel under the river. East Boston is a shabby tenement district inhabited, apparently, by foreigners of very low class.

Boston impresses me as a cheap edition of New-York. It is very fuzzy and very dirty and very ugly. The streets run hither and thither in a confusing mesh, no doubt on the sites of the original Indian trails, contrasting very strongly with the regularity and orderly array of the New York streets. In the center of the city is the Common, a park, where bands play in the summer afternoons. The State House, an irregular building of white stone, rears a tawdry tinselled dome over one side of the Common. However, in Back Bay, a residential suburb for the

elite, is a large Christian Science Temple which is a really beautiful piece of architecture and which stands in spacious, well-kept grounds. It is indeed a gem in dull settings.

Across the river from Boston is Cambridge, a pretty town celebrated as the home of Harvard University. The famous college consists of a large number of buildings scattered over the town; the main buildings face the campus presenting a very imposing appearance. Many of the buildings have been donated by various benefactors; such as the Fogg Museum. The ex-Kaiser of Germany presented one particularly fine building.

The main college museum is fully the size of Westminster Abbey, and contains the most complete collection I have ever seen. During the summer vacation the college buildings are available to young women for a special course.

As a radio man, however, I was mostly interested in the large wireless school on Harvard campus. It was erected during the war and was the training centre for hundreds of American Naval operators. By courtesy of the engineer in charge, we were permitted to inspect the well-equipped laboratories attached to the school, and the powerful transmitting plant. If the average Yankee naval operator during the war was an inefficient individual, it was surely no fault of the school where he was trained.

A visit to Charlestown, a rather squalid suburb, proved rather disappointing. Our objective was the battle-ground of Bunker Hill. The battle was really fought on Breed's Hill, where a high unbeautiful tower looks down on Charlestown Navy Yard. I have heard much ~~of~~ extravagant eulogy of this structure, but it left me totally unimpressed, while the Beau was ~~totally~~ ~~of~~ ~~the~~ ~~factually~~ actually derisive. I can fully appreciate the sentiments of that dignified Englishman, who, on being told that "here General Warren fell", gazed at the top of the Monument and asked in a tone of polite boredom, "if the fall killed him"? Only the small knoll on which the tower stands, is preserved to posterity, as the rest of the famous hill is built over.

The last day of our stay in the "Hub", we spent at Revere Beach, a bathing resort some miles out of Boston. It combines the qualities of a large, and excellent beach, with those of a city of merry-go-rounds, peanut stands, switch-back railways, soft-drink bars, movies etc - a miniature Coney Island. We thoroughly enjoyed the holiday and returned to East Boston via the narrow gauge rail-way, with little money and much exhaustion. In the meantime the "Prince George" had been handed over to her owners by the Admiralty, and our job was finished. And so, with the fifty-dollar bonus of a benign

government rustling in our pockets, the Beay and I took a fond farewell of each other. We parted sadly on the familiar boat deck, he to take the Yarmouth steamer, and I to entrain via North Station for home. Since when I have never seen him or heard of him.

The train pulled out at 7 P.M. and thundered all night through Massachusetts, New Hampshire and Maine. A smiling darky porter awoke me at 7 A.M. "Yanceboro ~~uh~~ suh, tu'n out heah fo' customs inspection" Yanceboro is a village in U. S. territory on the border line, at the edge of the lake (which I cannot, and shall not attempt to, spell) from ^{which} the St. Croix river springs.

At McAdam Junction in New Brunswick territory, a few miles further along, the train stopped and debarked the passengers for breakfast. The next stretch of line was wonderful. The weather was fine and the scenery beautiful, as from the observation platform, I watched the forests and farmland roll by, with a fleeting glimpse of the Oromocto River; and again ^{as} the train rushed through the low hills past Welsford, and swung alongside the majestic waters of the St. John. A halt at St. John enabled me to stroll as far as King Square and gaze across the muddy harbor to the vague blur of Partridge Island, wrapped in its interminable mist. I shivered as I thought of my two months thereon. It seemed as though it occurred centuries before.

From now on the route was familiar and therefore uninteresting; one is tempted to say "tiresome", but "Breathes there the man who ~~has~~ ~~seen~~ ~~it~~". Bright stars, gleams reflected by the placid surface of Bedford Basin recalled me from a drowsy stupor; Fairview flitted by, white and ghostly in the darkness; ~~and~~ then the lights of Halifax station appeared, and with them, the End of the Trail.

TO ASSUME THE RESPONSIBILITY IN 1943, MY SAYS CHURCHILL

"Luckey And Serf"

WASHINGTON, Dec. 26 (AP)—Text of Prime Minister Churchill's speech to Congress follows.

Members of the Senate and of the House of Representatives of the United States, I feel greatly honored that you should have thus invited me to enter the United States senate chamber and address the representatives of both branches of Congress. The fact that my American forebears have so many generations played their part in the life of the United States and that here I am, an Englishman, welcomed in your midst makes this experience one of the most moving and thrilling in my life, which is already long and has not been entirely uneventful.

I wish indeed that my mother, whose memory I cherish across the vale of years, could have been here. By the way, I cannot help reflecting that if my father had been an American and my mother British, instead of the other way around, I might have got here on my own.

In that case, this would not have been the first time you would have heard my voice. In that case you would not have needed any invitation, but if it had it is hardly likely that you would have accepted it. So perhaps things are better as they are. I may confess, however, that I am quite ready to give my best of water in a legislative assembly where English is spoken.

I am a child of the House of Commons. I was brought up in my father's house to believe in democracy. Through the years I have heard messages. I was to see him cheered at meetings and in the streets by hundreds of working men and women in those aristocratic Victorian days when, as Disraeli said, the world was for the few and for the very few. Therefore, I have been in full harmony all my life with the ideas which have flowed on both sides of the Atlantic, against privilege and monopoly, and I have steered confidently towards the Gettysburg ideal of government of the people, by the people, for the people.

NOT WORRYING

I owe my advancement entirely to the House of Commons, whose servants you public men are proud to be servants of the state, and would be ashamed to be its masters. In any day, if they thought the people could by a simple vote remove me from my office, but I am not worrying about it at all.

As a matter of fact, I am sure they will approve very highly of my journey here, for which I obtained the king's permission, in order to meet the president of the United States, and to arrange with him all that mapping out of our military plans and for all those intimate meetings of the high officers of the armed services in both countries which are indispensable for the successful prosecution of the war. I should like to say, first of all, how much I have been impressed and encouraged by the breadth of view and the sense of proportion which I have found in all quarters over here to which I have had access. Anyone who did not understand the size and solidarity of the United States might easily have expected to find an excited, distracted, self-centered atmosphere

with all minds fixed upon the novel, startling and painful episode of sudden war as it bit America.

After all, the United States have been the greatest and most powerfully armed dictator states, the greatest military power in Asia—Japan, Germany and Italy have all declared and are making war upon you, and the quarrel is open, which can only end in their overthrow or yours.

INFLEXIBLE PURPOSE

But here in Washington, in these memorable days, I have found an Olympian fortitude which, far from being based upon complacency, is only the mark of an inflexible purpose and the proof of a sure, well-grounded confidence in the final outcome.

We in Britain had the same feeling in our darkest days. We too were sure that in the end all would be well. You do not, I am certain, underestimate the severity of the ordeal to which you and we have still to be subjected. The forces ranged against us are enormous. They are bitter, ruthless. The wicked men and their factions who have launched their peoples on the path of war and conquest know that they will be called to terrible account if they cannot beat down by force of arms the people they have assailed.

They will stop at nothing. They have a vast accumulation of war weapons of all kinds. They have highly trained and disciplined armies, navies and air services. They have plans and designs which have long been contrived and matured. They will stop at nothing that violence or treachery can suggest. It is quite true that our men and materials are far greater than theirs. But only a portion of your resources are as yet mobilized and developed, and we, both of us, have much to learn in the cruel art of war.

We have, therefore, without doubt, a time of tribulation before us. In this same time, some ground will be lost which will be hard and costly to regain. Many disappointments and unpleasant surprises await us. Many of them will be before the full marshalling of our latent and total power can be accomplished.

PROVED FALSE

The best part of 20 years, the youth of Britain and America have been taught that war was evil, which is true, and that it would never come again, which has been proved false. For the best part of 20 years, the youth of Germany in Japan and Italy have been taught that aggressive war is the noblest duty of the citizen and that it should be begun as soon as the necessary weapons and organization have been done. We have performed the duties incident to peace. They have plotted and planned for war. Naturally, this places us in Britain and now places you in the United States at a disadvantage which only time, courage and untiring exertion can correct.

We have indeed to be thankful that so much time has been granted to us. If Germany had tried to invade the British Isles after the French collapse in June, 1940, and if Japan had declared war on the

British Empire and the United States at about the same date, no one can say what disaster and agonies might not have been our lot. But now, at the end of December, 1941, our transformation from easygoing peace to total war efficiency has made very great progress.

ALREADY BEGUN

The broad flow of munitions in Great Britain has already begun. Immense strides have been made in the conversion of American industry to military purposes and now that the United States is at war it is possible for orders to be given every day which in a year or 18 months hence will produce results in war power beyond anything that has been seen or foreseen in the dictator states.

I provided that every effort is made, that nothing is kept back, that the whole manpower, brain power, virility, valor and virtues of the English-speaking world, with all its galaxy of loyal friends, are associated in a better organized unit, we can be reunited by the simple Supreme position which would be reasonable to hope that the end of 1942 will see us quite definitely in a better position than we are now. And that the year 1943 may see us strong enough to give alive upon a single stroke that the people may be startled or momentarily deceived, and that your president, I speak of a long, hard war.

Our peoples would rather know the truth, sombre though it be; and after all, when we are doing the most blessed work in the world, not only defending our hearths and homes but the cause of freedom in every land, the question of whether deliverance comes in 1942 or 1943 or even falls into its proper place, is the grand priority of our human history.

I am that this day now, we are the masters of our fate; that the task which has been set us is not only attainable, but that the pains and toils are not beyond our endurance, as long as we have faith and courage, and that our willpower, salvation will not be denied us.

MUSSOLINI CRUMPLED

In the words of the psalmist Ye shall not be afraid of evil tidings; his heart is fixed, trusting in the Lord.

All the tidings will be evil. On the contrary, mighty strokes of war already have been dealt against the enemies of the glorious defence of their native soil by the Russian armies. The people of Europe have been inflicted upon the Nazi tyranny and system which have bitten deep and will fester and infect not only the Nazi body but in the Nazi mind, the boastful Mussolini has crumpled already. He is now but a luckey and a serf, the merest utopian, the master who has caused so much suffering and wrong upon his industrial people. The United States, stripped of all his African empire, Abyssinia is liberated. Our armies in the East which were to wear and ill-equipped at the moment, at the French desertion, now control the region from Tiberias to Bengazi, from Aleppo and Cyprus to the southern Persian Gulf.

In many months we devoted ourselves to preparing to take the offensive in Libya. The very considerable battle which has been proceeding in the desert has been most fiercely fought on both sides. Owing to the difficulties of the terrain on the desert flank, we were never able to bombard the enemy. Therefore, we had to rely upon our tanks and aircraft—British and American.

For the first time aided by these—for the first time—we have fought our campaign with equal vigor. In the first time we have made him feel the sharp edge of those tools which we have called the British Empire. The armored forces of the enemy are in retreat. The British and American forces, of whom a third were out of the line. General Auchinleck set out for the first time to use his force and I have ever reason to believe that his aim will be accomplished.

ONLY FORECAST

I am so glad to be able to place before you members of the Senate and the House of Representatives at this moment when the battle is in progress, the proof that with proper weapons and proper organization we are able to beat the odds out of the savage Nazis. What Hitler is suffering in Libya is only a sample and a forecast of what he will have to give and his accomplices wherever this war should lead us in any quarter of the globe. There are good tidings also from the Bluewaters. The lifeline of supplies which join our two continents across the ocean without which all our modern life would flow, is being steadily and freely in spite of the fact that the enemy could do. The back design, with its labor of many months thought 18 months ago was broken down now incomparably stronger and growing stronger in the days to come. Lastly, if you will forgive me for saying so, the best tidings of all the United States, which I have never before and who have drawn the sword for freedom and cast superiority calumnies these are



—The Nashville Banner

mondous states have led the subjugated peoples of Europe to lift up their heads again in hope; they have put aside forever the shameful temptation of resigning themselves to the conqueror's will. Hope has returned to the hearts of scores of millions of men and women, and with that hope there burns the flame of anger against the brutal, corrupt invaders and still more fiercely burn the fires of hatred and contempt for the filthy quislings whom they have soured.

AWAIT HOUR

In a dozen famous ancient states now prostrate under the Nazi yoke, the masses of the people await their hour of liberation when they too will once again be able to play their parts and strike their blows like men. That hour will strike and the people will proclaim that night is past and that dawn has come.

The onslaught upon us so long and so completely planned by Japan, has presented both our countries with grievous problems for which we could not be fully prepared.

If a people asked me, and they have a right to ask me in England, "Why is it that you have not got an ample equipment of modern aircraft and army weapons of all kinds in Malaysia and in the East Indies?" I can only point to the victory Gen. Auchinleck has gained in the Libyan campaign. Had we diverted and dispersed our gradually growing resources between Libya and Malaysia, we could have been found wanting in both places. If the United States has been found at a disadvantage at various points of the Pacific ocean, we know well that it is to no small extent because of the aid which you have been giving to us in munitions for the defence of the Pacific, and above all, because of your help in the battle of the Atlantic, upon which all depends and which has in consequence been successfully and prosperously maintained.

Of course, it would have been much better, I freely admit, if we had enough resources of all kind to be of full strength at all threatened points, but considering how slowly and reluctantly we brought ourselves to large-scale preparations, you had no right to expect to be in such a fortunate position.

RIGHT CHOICE

The choice of how to dispose of our hitherto limited resources had to be made by Britain in time of war and by the United States in time of peace, and I believe that history will pronounce that upon the whole—and it is upon the whole that these matters must be judged—the choice made was right.

Now that we are linked in a righteous comradeship of arms, now that our perfect unity, have joined all their life energies in a common resolve, you will see how steadily and how brightly.

Many people have been astonished that Japan in a single day, has made war against the United States and the British Empire.

We all wonder why, if his dark design, with its labor of many months preparation, had been so long hidden their secret mind, they did

not choose our moment of weakness. But most certainly they did not choose, in spite of the losses we have suffered and the further punishment which we will have to bear, certainly appears an irrational act. It, of course, only proves it correct to assume that they will exercise careful calculations and think they that they may have done this. There may be another explanation.

We know that for many years past, the policy of Japan has been dominated by secret acts of societies and junior officers of the army and navy who have forced their will upon successive Japanese cabinets and parliament, by the assassination of their political opponents who opposed or who did not sufficiently further their aggressive policy. It may be that these societies, dazzled and dizzy with their own dreams of aggression and with their own sense of mission, have forced their country into war against its better judgment. They have certainly a strong opinion upon very considerable undertaking.

STAKES ENORMOUS

After the outbreak at Pearl Harbor and the Pacific Islands, in the Philippines, in Malaya, and in the East Indies, we observe that the stakes which they decided to play are enormous. When we remember those of the United States and the British Empire compared to those of Japan, we can see that the stakes of China which have for so long valiantly withstood invasion of tyranny and of the Japanese empire, are of such a menace which hangs over Japan, it becomes all more difficult to reconcile Japanese action with prudence or even sanity. What kind of a people do they think we are? Is it possible they will not realize that we shall never cease to persecute against them until they have been taught a lesson which they and the world will never forget?

Members of the Senate and members of the House of Representatives: I'll turn for one moment more from the present to the broader scope of the future. Here we are together, facing a dark hour in a single generation the catastrophe of world war has fallen upon us. Twice in our lifetime the long arm of fate has reached out across the ocean to bring the United States into the forefront of the battle, and we had struck together after the last war, and we have done so with safety, this time however the course never have fallen upon us.

MUST BE PREVENTED

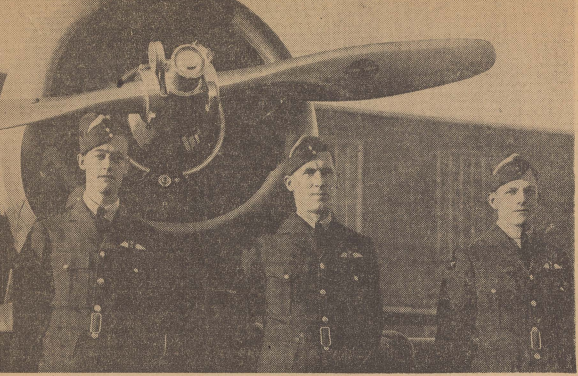
Do we not owe it to ourselves, to our children, to tormented mankind, to make sure that these catastrophes do not engulf us a third time? It has been proved that pestilences may break out in the old world which carry their destructive ravages into the new world, from which, once they are free, the new world cannot escape. Duty and prudence alike demand, that the germ centers of hatred and revenge should be constantly and vigilantly served and treated in good time, and that an adequate organization should be set up, to make sure that the pestilence can be controlled at its earliest beginnings, before it spreads and rages throughout the entire earth.

Ever so many years ago, it would have been easy without shedding a drop of blood for the United States and Great Britain to have insisted on the fulfillment of the disarmament clauses of the treaties which Germany signed after the great war, and that also would have been the opportunity for assuring the world of our faithfulness to those raw materials, which we declared in the Atlantic Charter should not be used to give the victor or vanquished. The chance has departed; it is gone. Prodiges hammer strokes have been needed to bring us together today.

In any language, I will say that he must indeed have a blind soul who cannot see that some great purpose and design is being worked out here below, for which we have the honor to be the faithful servants. It is not given to us to peer into the mysteries of the future, yet, in the days to come, we British and American peoples will, for their own safety and for the good of all, walk together in majesty, in justice and in peace.

If you will allow me to use other words, I will say that we have not seen that some great purpose and design is being worked out here below, for which we have the honor to be the faithful servants. It is not given to us to peer into the mysteries of the future, yet, in the days to come, we British and American peoples will, for their own safety and for the good of all, walk together in majesty, in justice and in peace.

Scotians Get Wings At St. Hubert



Four Nova Scotians were among the airmen receiving pilots' wings at a ceremony held at No. 13 Service Flying Training School, St. Hubert, Quebec, recently. They are (left to right): LACs R. E. Gratto, New Glasgow; H. E. Pledge, Sydney; A. L. Sanford, Falmouth; and F. K. Silver, Bridgewater.

Schools Offered For A.R.P. Work

TRURO, Dec. 26 — Further assistance to the Truro Civilian Emergency Committee was given by the Board of School Commissioners tonight when they gave the committee permission to use schools of the town in the event of an emergency. It was intimated that if permission were received the committee would take immediate steps to have first aid equipment installed in the three schools.

PUPILS' SAFETY

The interests and safeguarding of the schools students was also considered by the commissioners. It was felt that drills should be held in all the school rooms and definite arrangements made for the removal of all the children to the lower floors in cases of an emergency. By taking these precautions everything could be done in an orderly manner it was stated.

Declaring that the local academy was very backward in regard to library facilities Dr. Mosher su-

pervisor of the town schools brought up the matter of converting an unused cloak room on the second floor for this purpose. While agreeing that the library facilities were lacking at present the board declared it would not be good policy to incur any expense at this time that was not absolutely necessary.

Frank Stanfield chairman of the town finance committee and Council representative on the board thanked members of the board for their co-operation during the year in keeping the school accounts down.

No Blame Attached In Death Of Coal Miner

V. B. Fullerton, K.C., Concludes Investigation Into Death Of Harry Nodwell In Colliery

SPRINGHILL, Dec. 26—No blame was attached to anyone in the finding of Special Examiner V. B. Fullerton, K.C. Parboro, following a hearing held here under the Coal Mines Regulation Act into circumstances surrounding the death of Harry Nodwell due to a fall of stone in No. 2 mine on December 16.

Present at the hearing besides Mr. Fullerton were Arthur Phillips, deputy inspector of mines, representing the company, William Campbell, manager of No. 2, Ian Price, surveyor, Alex Burden, safety first inspector, representing the U. M. W. Henry Hibberts and others.

According to evidence the victim went to work on Nov. 25,

Lobstermen's Losses Heavy

Gales Cause Considerable Damage In Riverport District

RIVERPORT, Dec. 26—Considerable damage was done to lobster pots during recent gales and lobster fishermen along the outports of this section are somewhat discouraged by the heavy loss. The loss is greatest at Kingsburg where heavy entanglements were found.

Owing to exceptionally high tides and strong current fishermen had much difficulty in finding their missing equipment and are reported discovering more losses each day. Many have decided to put their pots on the beach for the remainder of the winter stating they can no longer operate on a paying basis.

Due to ice at Rose Bay harbor lobster fishermen there have also ceased

Mourn Death Of Labor Man

William Wallace, Former Councillor, Dies In Amherst

AMHERST, Dec. 26 — Ex-Councillor William Wallace, one of the best known labor men in the town of Amherst, died this morning following an illness of some weeks.

Mr. Wallace represented Amherst labor at the civic council board for a term and a half. He was also chairman of the Maritime Winter Fair committee when some of the most successful of the shows were held.

Mr. Wallace was born in Liverpool, England, in 1887. He came to Amherst more than 30 years ago and was with Canadian Car and Foundry Company. Later he was with a construction firm in Halifax but then came back to the Amherst Foundry Company. He is survived by his wife and two daughters, Edna of Amherst and Marion in Concord, N. H. A son, William, predeceased him some years ago.

Charge Brothers Following Fracas

GLACE BAY, Dec. 26—Information charging assault causing actual bodily harm was preferred today against three Glace Bay brothers, Frank, Jack and Dave Hyzys, following a fracas in which William Bates allegedly was severely beaten. The trio is scheduled to appear for trial next week.

Critically Hurt In Woods Mishap

ERISTOL, P. E. I., Dec. 26—Freeman Bowley, veteran farmer of Midgell district adjoining this north shore community was critically injured in an accident in the woods near his home. He fell and fractured his leg. Because of his age, 53, it is expected he will be some time recovering. His condition is said to be good, however.

Slow Progress In Reopening Roads

CHARLOTTETOWN, Dec. 26 — Slow progress in re-opening the Charlottetown-Summerside highway to motor traffic was reported today by officials of the Provincial Department of Highways. A plow crew had reached Brookfield, 12 miles from Charlottetown, while another plow crew from the Summerside end was approaching Kensington. However, the 18 to 20 miles of road still to be cleared of snow presented a difficult problem.

Mahone Bay Man Dies Suddenly

MAHONE BAY, Dec. 26—The sudden death occurred here at an early hour this morning of Capt. Archie Stanzel Wentzell. Capt. Wentzell, who was in his 50th year, was in excellent health and during Christmas day had had no indication of any illness.

When he failed to rise at his usual early hour, investigation was made and it was discovered that Capt. Wentzell had passed in his sleep. Dr. Skinner, who was called immediately, indicated that the cause was in all probability heart trouble.

In addition to his wife who is on the staff of the Mahone Bay school, and his daughter Patricia in Montreal, Capt. Wentzell leaves to mourn six sisters and five brothers: Kenneth of Indian Point, Mrs. C. P. Thomas of Indian Point, Mrs. J. V. Perry of Halifax; Percy, Charlie and Neva of Worcester, Mass.; Murray and Ivy of New York; David, Newark New Jersey; Mrs. Robert Stetson of Buffalo, New York, and Millie of Sydney Centre, New York.

Capt. Wentzell was a son of the late Capt. and Mrs. Enos Wentzell of Indian Point. He was a member of the Lutheran Church. Arrangements for the funeral are being held in advance pending contact with the relatives in the United States.

Life Of Victim

Mrs. Leo Babineau Dies In Motor Accident Near Boston—Thrown Through Windshield In Crash With Pole

SYDNEY, Dec. 26—An accidental discharge of a shotgun he was carrying claimed the life of Fraser Gillis, 33, of Gillis Cove near Orangetown, Inverness county, according to word received here today. The Little Cape Breton community is situated approximately 75 miles from this city.

DISCOVERED BODY

The victim's body was discovered by another resident of the district on a road leading to the home of his brother, John A. Gillis of West Alba, a former county councillor. Investigation indicated that Gillis had used the gun as a support in negotiating a steep, snow-covered hill on the path leading to his brother's home. In some manner his safety catch was unlocked and the gun's charge struck him in the face.

The victim, was buried in the Orangetown cemetery following services in the Presbyterian church here conducted by Rev. G. N. Gillis, of Hopedale, a cousin, and Rev. A. D. MacKinnon of Little Narrows.

MARRIES TONIGHT



MISS JUNE DUCHEMIN of Sydney, whose engagement to Sub-Lieut. David Lloyd Miller, R.C.N.V.R., has been announced by her parents, Mr. and Mrs. H. P. Duchemin. Mr. Miller is the son of Frank Miller and the late Mrs. Miller of Sydney. The wedding will take place tonight in First United Church in Sydney.

Lockeport Man Escapes Drowning

LOCKEPORT, Dec. 26—Elmer Williams of this town had a narrow escape from drowning yesterday.

While duck shooting in a dory his boat was filled by a sea which broke on him. Holding on to the gunwale he managed with the help of the wind to reach a fishing boat that was moored, then bailing out his boat he reached the water front in safety.

Is Committed For Trial At Amherst

AMHERST, Dec. 26 — Edward McMillan, an employee of the aircraft division of the Canadian Car and Foundry Company charged with the theft of two drills from the plant, was committed for trial before a higher court by Magistrate MacKenzie.

City Market Is Smallest In Year

CHARLOTTETOWN, Dec. 26 — The smallest market in 1941 was held today at the City Market building, it was learned from Market Clerk Arthur G. Cudmore. Only one quarter of the usual number of booths were in operation and supplies were very small in addition buying was limited.

The poultry offering was exceptionally light. One lone goose and two chickens comprised the

Continue Hunt In Burlington

More Than 100 Searchers Seek Missing Great War Veteran

WINDSOR, Dec. 26—Search still continues for the body of George Wilson, Burlington man who disappeared last Saturday night on his way home for Christmas. One hundred and ten searchers, including his nine-year-old daughter, spent all Christmas Day and today looking for him. To date no trace had been found except his hat and some parcels, discovered yesterday.

Wilson was a veteran of the First Great War and several veterans from Windsor and other districts have joined in the search for the missing comrade.

Gets 30 Days For Second Off

THE TIMES.

THEATRE ROYAL, COVENT GARDEN.

THIS EVENING, VENICE PRESERVED. Jaffier (1st time), Mr. C. Kemble; Pierre (1st time), Mr. Kemble; Belvidera, Mrs. Siddons. After the play will be presented a Royal Musical Impromptu, called NELSON'S GLORY. The principal characters by—Mr. Fawcett, Mr. Ingleton, Mr. Hill, Mr. Taylor, Mrs. Atkins, Mrs. Margrum, Mrs. Martyn, Miss Tyrer. To conclude with a Representation of the late Triumphant Naval Engagement, fought on the 21st October, 1805.

To which will be added, the QUAKER. The Bravo of Venice will be repeated every evening till further notice. To-morrow, Will O' the Wisp.

LONDON, THURSDAY, NOVEMBER 7, 1805.

The Publication to the Newsmen finished this morning at half-past seven.

The official account of the late naval action, which terminated in the most decisive victory that has ever been achieved by British skill and gallantry, will be found in our paper of this day. That the triumph, great and glorious as it is, has been dearly bought, and that such was the general opinion, was powerfully evinced in the deep and universal affliction with which the news of Lord Nelson's death was received. The victory created none of those enthusiastic emotions in the public mind, which the success of our naval arms have in every former instance produced. There was not a man who did not think that the life of the Hero of the Nile was too great a price for the capture and destruction of twenty sail of French and Spanish men-of-war. No ebullitions of popular transport, no demonstrations of public joy, marked this great and important event. The honest and manly feeling of the people appeared as it should have done; they felt an inward satisfaction at the triumph of their favourite arms; they mourned with all the sincerity and poignancy of domestic grief their Hero slain.

To the official detail we are enabled to add the following particulars respecting the death of as great an Admiral as ever wielded the naval thunder of Britain. When Lord Nelson found that by his skillful manoeuvres he had placed the enemy in such a situation that they could not avoid an engagement, he displayed the utmost animation, and with his usual confidence of victory he said to Captain HARDY, and the officers who surrounded him on the quarter-deck, "Now they cannot escape us; I think we shall at last make sure of twenty of them. I shall probably lose a leg, but that will be purchasing a victory cheaply." About two hours before the close of the action his Lordship received a wound in the shoulder from a musket ball, which was fired from the tops of the Santissima Trinidad, with which ship he was closely engaged. The ball penetrated his breast, and he instantly fell; he was immediately carried below, and the surgeons pronounced the wound mortal. His Lordship received the intelligence with all the firmness and pious resignation to the will of Divine Providence, of which he has given such frequent and signal examples during his brilliant course of peril and of glory. He immediately sent an Officer to Admiral COLLINGWOOD, the second in command, with his instructions for continuing the action which he had so gallantly commenced, and the melancholy bequest of his last farwell.

During the short interval between his receiving the wound and his final dissolution he remained perfectly collected

displaying in his last moments the heroism that had marked every action of his glorious life. In that trying moment, cut off from nature and from glory's cause, all his anxiety, all his thoughts, were directed to his country and her fame.

A few minutes before he expired he sent for Captain HARDY; when the Captain came he inquired how many of the enemy's ships had struck. The Captain replied that, as nearly as he could ascertain, fifteen sail of the line had struck their colours. His Lordship then, with that fervent piety which so strongly marked his character, returned thanks to the Almighty; then turning to Captain HARDY he said, "I know I am dying. I could have wished to have sur-vived to breathe my last upon British ground, but the will of God be done!" In a few moments he expired.

If ever there was a man who deserved to be "praised, wored, and honoured," by his country, it is Lord NELSON. His three great naval achievements have eclipsed the brilliancy of the most dazzling victories in the annals of English daring. If ever a hero merited the honours of a public funeral and a public mourning, it is the pious, the modest, and the gallant NELSON, the darling of the British Navy, whose death has plunged a whole nation into the deepest grief, and to whose talents and bravery even the enemy he has conquered will bear testimony.

The action appears to have been gallantly contested by the French and Spaniards. Their object in risking an encounter with such a fleet, commanded by such a man, must have been one of imperious necessity at this moment; no less, we suspect, than a bold effort to acquire a complete ascendancy in the Mediterranean. Had they succeeded in liberating that portion of the Spanish Navy which is confined to the port of Cartagena by the bare apprehension of an English Squadron, their united force would have amounted to upwards of forty sail of line. There are also some ships off Toulon, and the Rouchfort squadron, with its usual success, might have perhaps also added its troops to the combined force. With such a port as Toulon to take refuge in, a fleet of this extent, under Commanders of common capacity, must have occupied a very large portion indeed of our naval strength.

We shall anxiously expect the details of this glorious and important victory. We trust that the apprehensions entertained by Admiral COLLINGWOOD with respect to the captured ships may not be realised, and that a few of them, of the French at least, may yet be added to the list of the British Navy.

Captain SYKES, of the Nautilus, and Lieutenant LAPENOTIERE, of the Pickle schooner, arrived at the Admiralty together about half-past one o'clock yesterday morning. The former did not, as was generally understood, arrive from the scene of action; he fell in by accident with the intelligence proceeded immediately to Lisbon with the information, from whence he was sent with dispatches, by Mr. GAMBRIER, the British Consul, to England, and landed at Plymouth. Lieutenant LAPENOTIERE made the Port of Falmouth, and, by a singular coincidence, met Captain SYKES at the gates of the Admiralty. This active Officer was yesterday promoted to the rank of Commander.

Immediately on the arrival of the dispatches, Lord BARRHAM rose from his bed to peruse them, and continued at business

till five o'clock, when a messenger was sent off to his Majesty at Windsor.

Admiral COLLINGWOOD's conduct has obtained the fullest approbation, and last night dispatches were sent off to Plymouth to be forwarded to him by the Acasta, containing a commission which appoints him to the command of the ships in the Mediterranean with the same powers as Lord NELSON had.

The several ships of the line at Portsmouth and Plymouth are ordered to put to sea without loss of time, to reinforce Admiral COLLINGWOOD.

Besides those officers mentioned in the Gazette as having fallen in the action, Mr. SCOTT, Lord NELSON'S Secretary, was killed by a chain shot, which cut him asunder.

There was a partial illumination throughout the metropolis last night. A general one will take place this evening.

NELSON AND COLLINGWOOD.

"England expects every man will do his duty."
NELSON'S LAST TELEGRAPH.

BRITONS! you heard TRAFALGAR'S story,
You triumph in your country's glory,
Mourn o'er the relics pale and grey
Of brave, immortal NELSON.

To earth and war our Hero's dead,
To Heaven and peace his spirit fled;
Twine your green Laurels round the head
Of brave, immortal NELSON.

Mourn, one and all,
Great NELSON'S fall,
Oh! dash not off the gushing tear;
No tears disgrace
The manly face,
When freemen tend a darling's bier.

Fame's rugged step with freedom's feet
True to his King, his Country, and his God!

When Passion's alate and Fortune's minion,
Panting to spread usurped dominion,
To Egypt flew, on venture pion,
Lo! there immortal NELSON,
To check the conquest of the world,
Old Nile's half'd our flag unfurled;
Wide havoc on the Gulf was done
By brave, immortal NELSON.

Lord of the main,
He said! again;
Where Copenhagen's rampart's tow'r'd;
Gaul's mad intrigues,
And capious leagues,
Sunk in the tempest NELSON pour'd.
In Britain's cause he bore the avenging rod,
But gave the glory to Almighty God!

Each change of atmosphere disdain,
With scarce the wreck of health remaining,
Never of toil or wound complaining.

Serv'd brave, immortal NELSON,
Trafalgar save the warrior fight,
Conspicuous of the hottest fight,
Foremost to guard BRITANNIA'S right,
Sprang brave, immortal NELSON.

With heart eale
He met his fate,
And calmly mark'd the eb'bing sand;
Said, with a sigh,
He wished to die,
In dear BRITANNIA'S favour'd land.

But Death's dark path with Christian faith he trod,
And bow'd submissive to the throne of God!

Mourn and rejoice! Hero! thy spirit,
Well pleas'd, beholds a friend inherit
The honours paid to valour's merit.

He smiles on gallant COLLINGWOOD,
Mourn for your martyrs on the wave,
Mourn for your NELSON in his grave,
Rejoice and cheer the living brave.

With modest, gallant COLLINGWOOD,
United raise
Loud hymns of praise,
Your prayers, your thanks are due to Heav'n;
Your loss deplore,
That tribute o'er,
Be grateful for the champions given.

By their great Admiral's side Fame's path they trod,
True to their King, their Country, and their God!

Attendant of the names and quarters of the Officers and Petty Officers Killed and Wounded on board the British Ships in the action with the combined Fleets of France and Spain, October 21st, 1805.

KILLED.
Royal Sovereign.—B. Gilliland, Lieutenant; W. Chalmers, master; R. Green, second Lieutenant of Royal Marines; J. Akenhead and T. Brand, midshipmen.
Ajax.—G. Duff, captain; A. Duff, master's mate; E. Corliss and H. Morgan, midshipmen.
Revenge.—Messrs. Grier and Brooks, midshipmen.
Defiance.—T. Simms, Lieutenant; W. Foster, boatswain; J. Williams, midshipman.
Leedsburgh.—None.
Mincion.—None.
Leontion.—None.
Defiance.—None.

WOUNDED.
Royal Sovereign.—J. Clarend and J. Rashford, Lieutenants; J. Leveson, second Lieutenant of Royal Marines; W. Watson, master's mate; G. Kennicot, G. Thompson, J. Ferrant, and J. Campbell, midshipmen.
Leedsburgh.—W. Wilson, boatswain.
Deedought.—J. L. Lloyd, Lieutenant; A. McCulloch and J. Sabbin, midshipmen.
Ajax.—W. Garvell and J. Black, Lieutenants; T. Cook, master; T. Norman, second captain of Royal Marines; J. Young, G. Giureu, W. J. Cook, J. Jackson, and A. Lockart, midshipmen.
Mincion.—J. Robinson, boatswain; J. S. Smith, midshipman.
Revenge.—R. Morrison, captain (slightly); J. Berry, Lieutenant; L. Brockleshaw, master; P. Lily, captain of Royal Marines.
Leedsburgh.—T. W. Watson, midshipman (slightly).
Defiance.—P. E. Durham, (slightly); J. Ferritt and R. Brown, master's mates; J. Hodge and E. A. Chapman, midshipmen.
Ajax.—None.
Defiance.—None.
(Signed) C. COLLINGWOOD.

A return of the Killed and Wounded on board the respective ships composing the British Squadron under the command of the Right Honourable Lord Viscount Nelson, K. B., Vice-Admiral of the White, etc., in the action with the combined Fleets of France and Spain, October 21st, 1805.

Royal Sovereign.—3 officers, 2 petty officers, and 42 seamen and marines, killed; 3 officers, 6 petty officers, and 56 seamen and marines, wounded; total, 143.
Deedought.—7 seamen and marines, killed; 1 officer, 2 petty officers, and 23 seamen and marines, wounded; total, 33.
Ajax.—1 officer, 8 petty officers, and 25 seamen and marines, killed; 4 officers, 5 petty officers, and 63 seamen and marines, wounded; total, 76.
Belleisle.—9 officers, 1 petty officer, and 24 seamen and marines, killed; 2 officers, 4 petty officers, and 117 seamen and marines, wounded; total, 150.
Mincion.—3 seamen and marines, killed; 1 officer, 1 petty officer, and 20 seamen and marines, wounded.
Revenge.—3 petty officers, and 26 seamen and marines, killed; 4 seamen and marines, wounded; total, 79.
Leedsburgh.—4 seamen and marines, killed; 1 petty officer, and 21 seamen and marines, wounded; total, 26.
Ajax.—2 seamen and marines, killed; 9 seamen and marines, wounded; total, 11.
Defiance.—7 seamen and marines, killed; 20 seamen and marines, wounded; total, 26.
Defiance.—2 officers, 1 petty officer, and 14 seamen and marines, killed; 1 officer, 4 petty officers, and 48 seamen and marines, wounded; total, 76.
(Signed) C. COLLINGWOOD.

LORD NELSON'S LAST MOMENTS.

When Lord NELSON was shot, and was yet in the arms of the men who were supporting him, his eye caught the tiller rope, which was unusually slack; he exclaimed, with much emphasis—"Tighten that rope there!" an eminent poet that his professional ardour still survived the brilliancy of the flame of life. When he saw his Secretary and his friend, Mr. SCOTT thrown overboard, uncertain of the disfigurement of the wound and the contusion of the fight whether it was his arm, or he inquired, with affectionate ardour—"Was that poor Scott?" An impression seems to be made on Lord NELSON, for as the men were carrying him down to the cockpit he said—"Don't let me be thrown overboard; tell Hardy to carry me home."

A man was so completely cut in two by a double-headed shot, that the whole of his body, with the exception of his legs up to his knees, was blown some yards into the water; but, strange to tell, his legs were left standing on the deck with all the firmness and animation of life!

A midshipman, of the name of PRICK, was brought into the cockpit, with his leg cut off to the calf; he was an heroic youth of 17. The surgeons could not attend him at the mo. He drew out a knife, and cut off a piece of flesh and the splinter of the bone, as the great compasses. "I can stay," said he; "let me die myself."

When the surgeon attended him, it was found necessary to amputate above the knee. He submitted to the operation without a groan. "It is nothing at all," he said; "I thought it had been ten times worse."

Canadian Census of June, 1921.

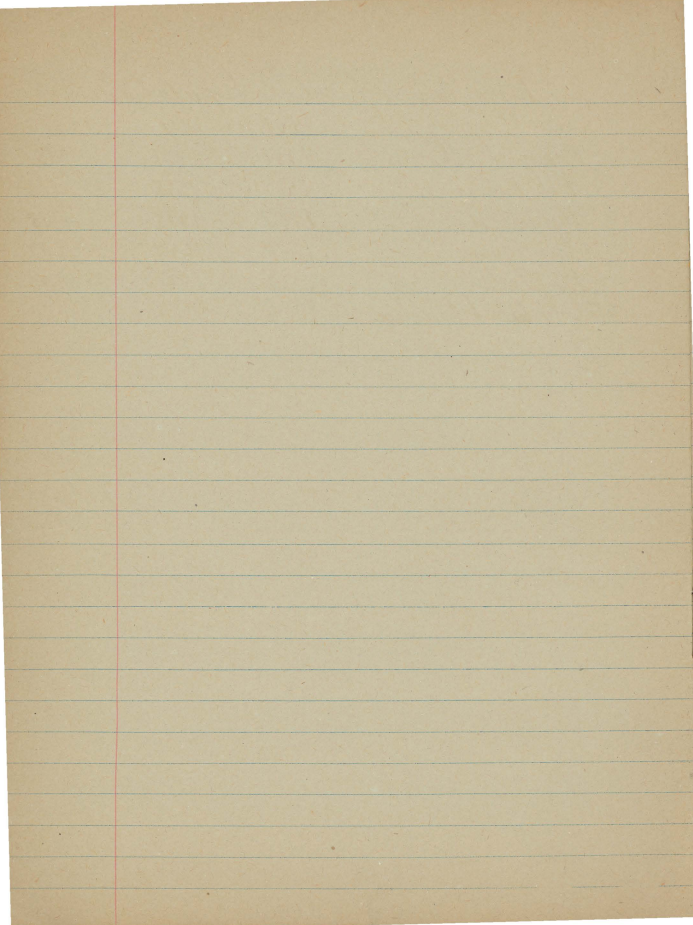
Christians	=	8,572,516
Jews	=	125,190
Oriental Religions		40,727
Pagans		7,226
Unclassified		<u>42,824</u>
Total Population		<u>8,788,483</u>

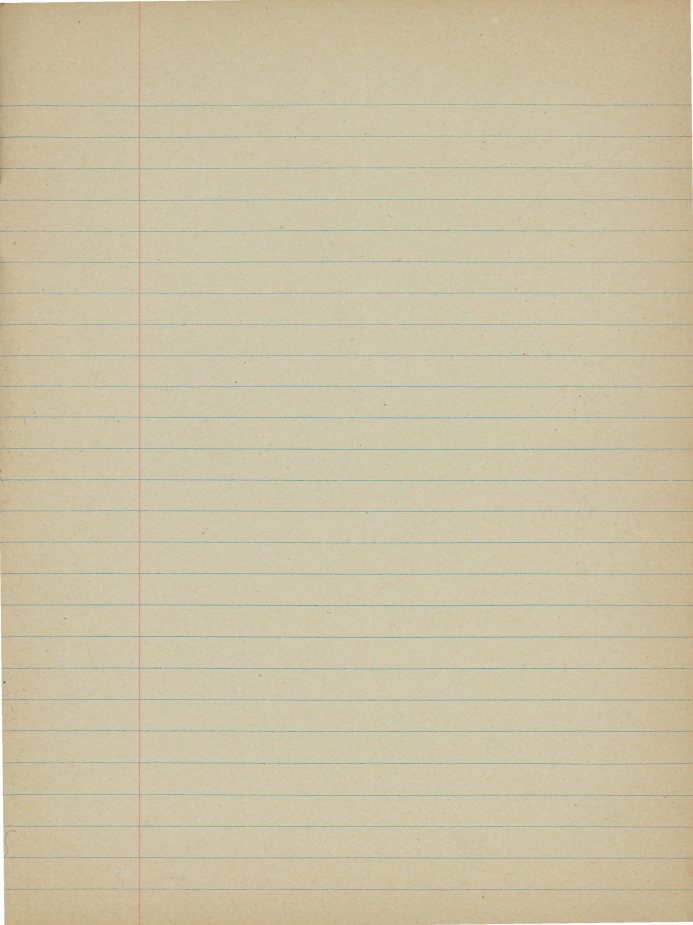
Roman Catholics 3,383,663

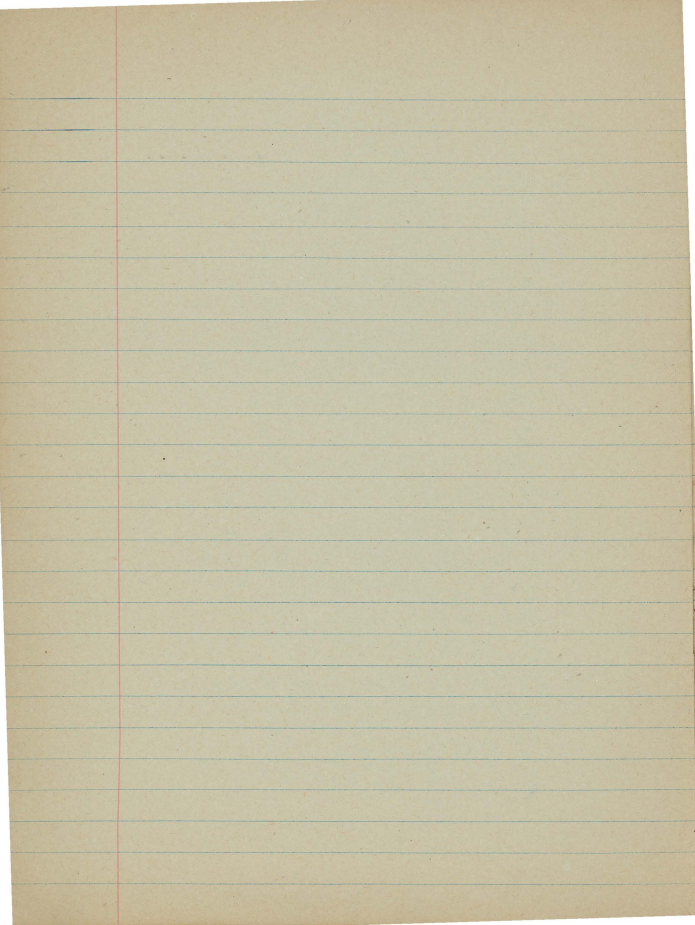
Protestants	{ Presbyterians	1,408,812	
	{ Methodists	1,158,744	
	{ Anglican	1,407,959	
	{ Baptists	<u>421,730</u>	4,397,245
	{ Mormons	19,656	
	Doukhobors	12,658	
	Greek Church	<u>169,822</u>	202,136
	Buddhists	11,288	
	Confucianists	27,319	
	Mohammedans	478	
	Sikhs & Hindus	<u>1041</u>	40,126
	Agnostics		594
	Free Thinkers		1,126

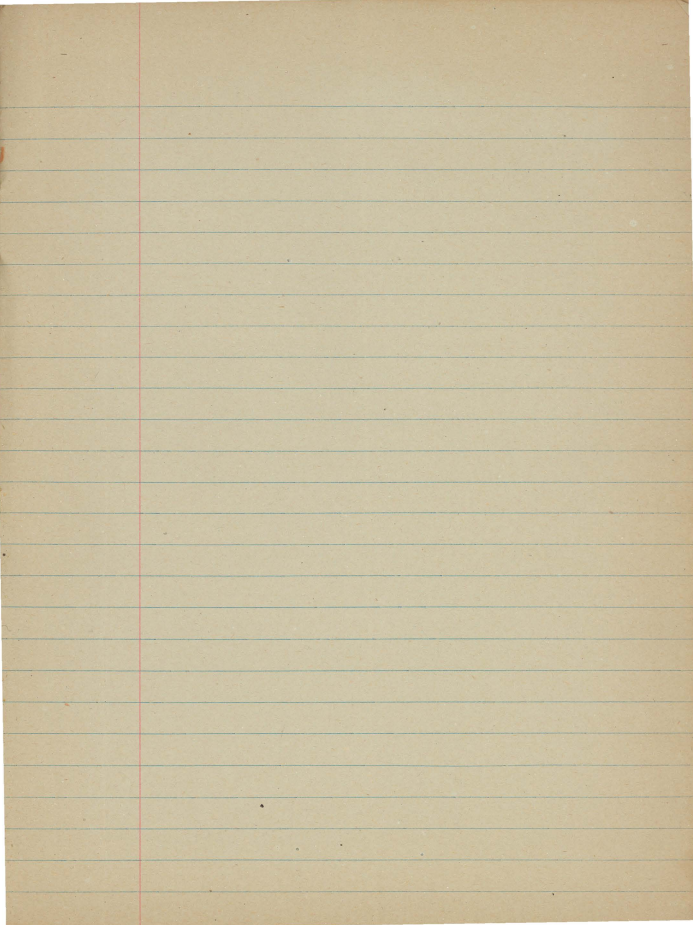
Percentage of Total Population.

	1901	1911	1921
Roman Catholics:	.4151	.3931	.385
Presbyterians	.1568	.1548	.1603
Methodists	.1707	.1498	.1318
Anglicans	.1269	.1447	.1602
Baptists	.0552	.0531	.0480
Total Protestant Percentages	.5096	.5024	.5003









ST. JOHN'S, Nfld., Jan. 16 —

ABANDONED AT SEA, THE WOODEN WINDSHIP NEPTUNE II, HAS COME TO THE END OF HER ADVENTUROUS CAREER AS A CREWLESS HULK AFIRE IN MID-ATLANTIC.

Word reaching here tonight from London told of the desertion of the sturdy three-master, survivor of a 48-day battle with storm six years ago and one of the most celebrated of Newfoundland's sailing ships.

Her last voyage ended 1,000 miles off land 18 days after she had spread sail at Harbor Buffett, Nfld., for the run across the Atlantic to Oporto, Portugal.

The number of men aboard the Neptune II, on her last voyage was not known here. They were believed to have signed on the 129-ton craft at Grand Bank, Nfld., where she was owned by Forward and Tibbo.

FISH TO PORTUGAL

Purchased only recently from Captain Joseph K. Barbour, the Neptune had been placed in the fish-carrying trade by her new owners. On this voyage she was carrying a cargo of Newfoundland fish to Portugal.

If it turns out to be storm that

847
CORONAL
1935

struck her down, the story of the Neptune II's end will be tinged with irony. For the recital of how she once defied an Atlantic storm has been set down proudly in Newfoundland book of verses for years.

That time, Captain "Joe" Barbour was commanding her. She was sailing along the Newfoundland coast on November 29, 1929 with eleven aboard, including women passengers, when a howling blow carried her far away from land with 10 other Newfoundland schooners.

WAS MYSTERY

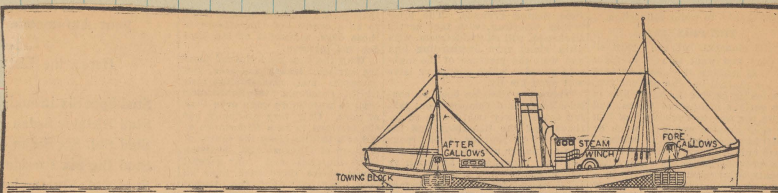
The others were soon heard from. Four fought their way back to land. Passing steamers met six more of the stormtossed craft; took their crews off and left them adrift at sea. But no word came from the Neptune.

Finally, after 16 days, she spoke the liner Cedric 720 miles southeast of St. John's. Then she drifted off and weeks passed without further word from her. By January 15, anxiety was so great that the Newfoundland government had put up \$1,000 as reward for any ship that could bring her into the island.

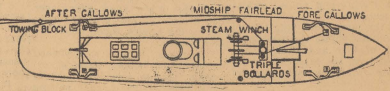
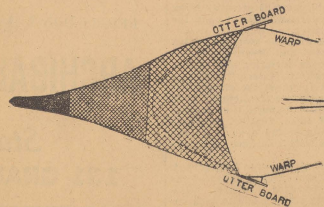
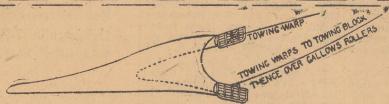
But there was no need of the offer. Next day the Neptune II, badly battered and with food running low, made her way into harbor at Tobermory, Scotland, with all on board safe.

Voyage of the Neptune

See also p. 6



ELEVATION



DECK PLAN

DIAGRAM OF STEAM TRAWLER
(SHOWING FISHING GEAR)

Fishery News APRIL 25, 1928. Broadcast To Fishermen

(Daily Reports By Eastern Fisheries Division, Department of Marine and Fisheries.)

REPORTS from Yarmouth advise amount of frozen herring bait in cold storage at Yarmouth one hundred and fifteen thousand pounds. Dried fish prices per pound cod six cents, haddock and hake four cents, cusk and pollock five cents. Prices quoted for slack salted fish are per pound cod three to three and a half cents.

From North Sydney bait in cold storage two thousand pounds herring, twelve thousand pounds squid. Good catches of herring taken in gill nets and traps therefore plenty of fresh herring will be available from now on. Four bankers baited this morning and are preparing to leave. Price for dry cod seven cents.

From Lockeport amount of bait in cold storage two hundred and twenty-five thousand pounds. No fresh bait available.

From Shelburne twenty-five thousand pounds frozen bait on hand. Prices quoted kench fish three cents slack salted and dry seven cents. Schooner Archie F. McKenzie arrived with twenty-five thousand pounds of halibut.

From Canso three hundred barrels fresh bait available at Queensport and sixty thousand pounds frozen bait at Canso. No fresh bait at Canso.

From Liverpool frozen herring bait in storage one hundred and twenty-five thousand pounds. Twenty thousand pounds frozen herring bait available at Port Mouton. No fresh bait available. No quotations on dry or slack salted fish.

From Halifax forty thousand pounds frozen herring in storage.

Dried fish prices range six to seven dollars a quintal.

From Lunenburg forty thousand pounds herring bait available. No salt cod offering yet and no price quoted. Prices for fresh fish, steak cod two cents, market cod and haddock one and a half cents, halibut twelve cents. The total catch of the frozen bait trip was thirty-two thousand, nine hundred and twenty-five quintals. The schooner Louis J. Thomas was the high liner bringing in one thousand quintals. Fifty-seven vessels have landed with an average of five hundred and seventy-seven quintals per vessel.

From Port Hawkesbury fifty-five hundred pounds of frozen bait in storage. No fresh bait on hand. No ice on coast.

From Grindstone, Magdalen Islands, Pleasant Bay and southern side Magdalen Islands all clear of ice but strip of broken ice about one mile wide extends along the shore of northern side Etangdunord to East Point and Old Harry. No fish of any kind caught as yet.

From Antigonish, Hugh MacGillivray, fisherman and Customs house officer was drowned yesterday morning at Malignant Cove while setting lobster traps.

FROM H.P.A. HEADLINE OF MAY 10, 1903
SYDNEY. — The Newfoundland whaling steamer Sabraon, Captain Egenes, arrived in port yesterday from the Shetland Islands accompanied by her tenders, the Lyne and Tuma. The latter carry all the implements and harpoons. They also harpoon the whales which are stored aboard the Sabraon. The big whaler has on board 157 whales of the finback, humpback and blue variety, all of which were taken in the vicinity of Shetland Islands.

Mackerel Make Debut Off Coast

Thomas Beck, of Upper Prospect, is Accredited With Taking the First of the Species Caught This Year. 1928.

UPPER PROSPECT, May 25 — Mackerel have made their appearance off the coast of Nova Scotia. To Thomas Beck of this place goes the honor of taking the first one, which was caught on the same date as the first one secured last year. Two of the fish have been captured in nets so far, and preparations are being made by the fishermen for when the mackerel strike in quantities off the coast.

A curious object was pulled up recently by a trawl here by Patrick E. Christian. It is a group of shellfish, and many residents of the village have never seen fish of this kind before. The group is still in the possession of the fisherman, and is reported to be in good condition.

SHIPPING NOTES



