

AWFUL DISASTER OFF THE IRISH COAST

FIRST ESTIMATE. THOUSAND DEAD

According to Officer Jones the Last Night of the Lusitania—Survivors Being Taken to Hospitals for Treatment

New York, May 8.—The belief prevailed at the Cunard offices early this morning that the death in the sinking of the Lusitania would eventually prove to be nearly 1,000. This belief was based on the fact that 14 hours had elapsed since the sinking of the Lusitania and that practically all of the boats had had plenty of time to come ashore and be heard from. Assuming that 700 had been landed at Clonakilty, 500 at Queenstown and possibly 100 at Kinsale, this would leave nearly a thousand still to be accounted for. All the reports indicate that many injured, and some dead have been brought ashore.

First Officer's Statement
It was impossible early this morning to obtain a reliable estimate of the number of persons saved from the Lusitania. The following cable message received at Liverpool from the company's offices in Liverpool contained the only authoritative information which the officials of the line had received. "Queenstown wires: First Officer Jones thinks about 500 to 600 were saved. This includes passengers and crew and is the only estimate we are able to make. In the meantime we are going through the hotels and lodging houses to-night and will wire to-morrow the fullest possible list. Meanwhile the injured and dead are taking all our attention."

This message was sent from Liverpool at 9:17 p.m. When the attention of the Cunard officials was called to the fact that they had previously reported 300 landed at Clonakilty and that the London Times had received a despatch from Cork saying that 70 had been landed at Clonakilty, they replied: "This estimate by first officer Jones is the only authoritative one we have been able to get. The statement that 300 had been landed at Clonakilty was merely a report which had been sent to our offices in Queenstown. We have no information as to its accuracy and we know nothing about the report from Cork that 700 were landed at Clonakilty. To-morrow we hope to have definite information but until then we cannot make any estimate of the number saved."

Another cable message timed 9:45 p.m. at Liverpool, said: "Queenstown wires as follows: The tug Stormcock landed 150 passengers and crew. It is reported by the Admiralty that the trawlers Dock and Indian Empire have about 200. The tug Flying Fish has about 100. Three torpedo boats have 45 and four dead. We are putting those landed up at the hotels and boarding houses but we cannot get a list of survivors before morning, as the passengers are in such a state that their immediate wants must be our first consideration. The Cunard officials were unable to say whether the rescued enumerated in those reports by First Officer Jones or not but they were inclined to believe this was merely confirmatory of Jones' despatch.

Buffering Hinted At
London, May 8.—Suffering and hardships for passengers and crew on the disaster were hinted at in a message to the Admiralty from Queenstown reporting that between 500 and 600 passengers had been landed there. This despatch stated that "many hospital cases were included, some of whom have been taken to the hospital at Clonakilty. The following names were included in the following bulletin: "There is reason to hope that many passengers have been saved." Cablegrams flooded the office of the line inquiring for the safety of hundreds of prominent persons abroad. Throughout the night there was a steady stream of cables at the Cunard offices. Many of them were in evening dress. The crowd in Cockspur Street assumed such proportions that a special staff of police was employed in directing the long stream of motor cars and guarding the doorways.

Atrocious Criminals
London, May 8.—The following messages were received this morning on the sinking of the Lusitania from prominent men of Great Britain: Lord Warwick, "Language is inadequate to condemn the atrocious criminals." Admiral Cyprian Bridge: "This outrageous crime outrages the sense of the civilized world." Lord Lansdowne: "America will not realize the depth of German barbarism and respond to the call of humanity." Sir Gilbert Parkes: "Germany has reached a point where the nations of the world must take action or the name of civilization will be stained forever. Germany will atone for this crime in blood and tears." Sir Hiram Maxim: "Civilization demands that German imperialism shall be crushed."

"Titanic" Weather
London, May 8.—The Admiralty received a report from Queenstown that several boats, supposed to be from the Lusitania, had been sighted several miles southeast of Queenstown. At the time of the disaster the weather was fine. The sun was beating down hotly and a gentle breeze was blowing. Weather conditions were similar to those prevailing at the time of the Titanic disaster.

The Shadow of War
Washington, May 8.—The Times last night said: "No surprise would be caused if the President should issue a call in the next 24 hours. The shadow of war with Germany looms on the horizon."

GREAT EXCITEMENT IN CANADIAN CITIES

Over One Hundred Passengers From Ontario on the Torpedoed Liner

Toronto, May 8.—Not so much excitement has been seen in Canadian cities since was declared as yesterday afternoon when the sinking of the steamer Lusitania was bulletined in the newspapers. The arrival of the news that the giant liner had been torpedoed was met with incredulity, which quickly gave way to grave fears for the safety of her passengers. The Canadian passengers of whom about 115 were from Ontario were principally from Toronto and Montreal. Among them were the following: Mrs. Dr. G. Sterling Ryerson and daughter, Laura, a mother and daughter of the late Captain Ryerson, who was killed in the recent battle of Ypres. Mrs. Ryerson and her daughter made the voyage to join Lieut.-Col. Dr. G. Sterling Ryerson, commander of the Canadian Red Cross, who is in England. Leonard McMurray was making the trip in the interests of the Gutta Percha Rubber Company.

On Their Wedding Trip
Mr. Frank Rogers, merchandise manager for the Robert Simpson Company, was married to Miss Agnes Hill, daughter of W. J. Hill, registrar for West York, on Thursday last, and sailed on the Lusitania on his wedding trip. Mr. Walter Rumble is a buyer for the John Macdonald Co., and was going to the Old Country for the firm. Mrs. Josephine Plank is the widow of the late Mortimer W. Plank. W. R. Crooks, a buyer for Murray-Kay, Limited, was on route for London to purchase dress goods and silks. Mr. A. R. Clarke, president of the A. R. Clarke Co., Toronto, was bound for London on a brief business trip, and expected to be back in the city by the end of the month. Miss Catherine Kaye is 16 years of age and was returning to her parents in London, England. W. K. Keeble, the London representative of McKim, Limited, advertising agents, had been in Toronto on a two months' visit with his brother. Mr. R. R. Lockhart was going over on a business trip in the interests of wholesale clothing. Mrs. H. Lobden and her 11-year-old daughter, were on a visit to relatives in South Hackney, London, England.

After War Relics
Mr. Percy Rogers, the assistant manager of the Canadian National Exhibition, sailed to England with the expectation of going from there to the battlefields of France and Belgium to make a collection of German war materials and machines for this coming year's exhibition. James Kerr and his wife were bound for Kilmarnock, Scotland, to see his father, who has been ill of late. William Dale was on leave, and was on his way to visit his brothers and sisters. Mrs. Heathcote is a sister of Mrs. Trumbull Warren, of Toronto, whose husband was recently killed and who has just returned to Toronto. Mr. James Bohan, of Bohan Bros., woolens, was a passenger on the Lusitania on his way to pay a visit to the mills in Scotland.

Passengers Included
The passengers from outside points in Ontario and Quebec booked through the Toronto agencies were: Mr. G. Sidwell, Hamilton; Mr. J. Dunsmuir, Montreal; Mr. Allen B. Barnes, Berlin; Mr. Billbrough, Smith's Falls; Miss Hilda Ellis, St. Thomas; Miss A. Dolphin, St. Thomas; Frank Lancaster, St. Thomas; Mr. and Mrs. G. N. Bartley and two children, Westland; Mrs. Geborne, George Riffe, S. and Mrs. Critchison and son, A. Tucker, J. and Mrs. Bishop, Mrs. W. Smith, F. Skelton, Ellison Meyers, Miss M. L. Boyd, Julius Strauss, Robinson Pirie, Roeben and Mrs. Burleigh, Miss Doris Burleigh, Regina; Mrs. J. H. Hill, Miss Fanny Marshall, George Sidwell and Serg. J. R. Oliver of Hamilton; William York, Bradford; Hugh McFadyen, Galt; Prof. J. P. Marchal, wife and three children and Mrs. G. Miles and son of Kingston, and A. B. Burns, Berlin.

Twenty-ninth Victim
London, May 8.—The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone about the British Isles. Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or submarines.

Mining Recorder Missing
Sault Ste. Marie, May 8.—S. Bowker, Mining Recorder, is missing since he left for his office Wednesday morning.

A DREADFUL SIGHT SAYS THE STEWARD

First Story Lament a Survivor Says the Ship Sank in Fifteen Minutes

London, May 8.—The first story by a survivor came from a ship's steward who was among 150 landed by the tug Stormcock at Queenstown. Many women were in this party. The steward said: "The passengers were at lunch when a submarine came up and fired two torpedoes which struck the Lusitania on the starboard side, one forward and the other in the engine room. They caused terrific explosions. Captain Turner immediately ordered the boats out. The ship began to list badly immediately. Ten boats were put into the water and between 400 and 500 passengers entered them. The boat in which I was approached the land with three other boats and we were picked up shortly after 4 o'clock by the Stormcock. I fear that few of the officers were saved. They acted bravely. There was only fifteen minutes from the time the ship was struck until she foundered, going down bow foremost. It was a dreadful sight."

Lusitania's Cargo
The cargo of the Lusitania was valued at \$750,000 and fully covered by insurance. It contained various munitions of war and other supplies for the allies including 180 packages of "military goods," valued at \$62,221 and 1,271 cases of ammunition appraised at \$47,624, both consigned to Liverpool and 4,200 cases of cartridges and ammunition valued at \$152,400 consigned to London. Other items and their value were: Precious stones, \$13,350; sheet brass, 5,661; furs, \$19,220; leather, \$47,000; copper, \$20,995; goods, \$33,334; bacon, \$1,502; copper goods, \$21,000; and dry goods, \$19,086.

The Lusitania's passengers were listed as follows:
First-class 291
Second-class 539
Third-class 361
Crew 316
Total 2,067

There were 184 Americans on board the Lusitania. The other passengers included 961 British, 27 Russians, 6 Persians, 6 French and 5 Greek and 3 Mexicans.

Sunk Without Warning
Liverpool, May 8.—J. L. Linton, general manager of the Cunard Steamship Company at Liverpool, gave the following statement last night: "We have received information that the Lusitania was torpedoed at 2:33 o'clock to-day when ten miles south of Old Kinsale Head. Just previously the Lusitania had sent out a wireless call. 'Come at once, we have begun to list.' That was the last heard from her. It is apparent that the Lusitania was sunk without any warning."

Could Accommodate 2,600
New York, May 8.—Life boats and rats carried by the Lusitania could just accommodate 2,600, the Cunard line stated. She had 22 life boats with a capacity of 62 to 69 each, twenty collapsible boats, with a capacity of 49 each, twelve rafts with a capacity of 24 each, and two rafts with a capacity of 43 each.

Subs Were Waiting
London, May 8.—Kinsale is a town on the southern coast of Ireland, 13 miles south-west of Cork. It is in the southwest of the Lusitania's route through which the Lusitania would have to pass in order to reach Liverpool. For several days German submarines have been operating in the waters along the south coast of Ireland. At first the public were skeptical, believing it was impossible for German submarines to catch the big liner unawares. The Admiralty has been at special pains to guard the Lusitania and other big liners in the belief that their services might be needed later. Not only were warships sent out to guard the Lusitania upon her arrival, but special precautions were exercised to protect the liner.

Anonymous Warning
New York, May 8.—Before the steamer Lusitania sailed last Saturday, 50 anonymous telegrams addressed to prominent persons who had taken passage on the ship, warned them that the vessel would be torpedoed and sunk before it reached Liverpool. Following the telegrams there came a number of mysterious men who passed among the passengers and their friends on the Cunard liner to whom they whispered in foreign accents that "the Lusitania was to be torpedoed." The Admiralty has taken the Lusitania on her voyage and telling them not to go in her. Among the recipients of the telegraphic warnings was Alfred G. W. Vanderbilt. His telegram read "Cancel passage at once. Have learned on best authority that the Lusitania is to be torpedoed." (Sgt.) Morse, Capt. Turner and other officers of the great liner did not fear any trouble from submarines upon the Lusitania's present trip.

NO BEER DUTIES
Government Withdraws Much of Its Proposed Liquor Legislation
London, May 8.—The following announcement on liquor legislation was made last night by the official press bureau: "The Chancellor of the Exchequer communicates the terms of settlement which has been reached on the question of spirits. The tax proposals will be abandoned for complete prohibition of the sale of spirits under three years. There will be compulsory bonding and a surtax of 1 shilling will be placed on all spirits between two and three years of age. The proposed duties on wines will not be proceeded with. The beer duties will be withdrawn. Plans for restricting the sale of toxicants in the areas where materials of war are manufactured and where shipping is carried on remain to be worked out."

MONTREAL NURSES ON TRANSYLVANIA

Steamer Sailed From New York in Wake of Lusitania—Twelve Passengers Left Ship

New York, May 8.—During the German submarine blockade, despite the disaster to the Lusitania, the Anconian Transylvania, leased by the Cunard Line, sailed last evening for Liverpool. The Transylvania, which is a new steamer, got under way at 6 o'clock. Of her total of 279 passengers, twelve cancelled passage because of the sinking of the Lusitania. The liner carries 117 first cabin passengers, 310 second cabin and 453 third. Her crew numbers 635, a grand total of 1,414. "I have no fears of submarines," said Commander John Black, as the Transylvania prepared to get under way. "I won't fly the American flag either, but will have the British flag up all the way across. I think I'm a good enough seaman to outmaneuver any German submarine. Among those on board were a number of Canadians. Twenty-three nurses from the Royal Victoria Hospital of Montreal were among the passengers. Several of the nurses called Montreal up on the long distance phone when the disaster to the Lusitania became known and asked for instructions whether or not to sail. They were told to follow their own judgment and all decided to go. The passengers were all depressed upon sailing.

London at Jarred
London, May 8.—It is also apparent that the sinking of the giant Cunard liner has jarred the British capital as severely as any incident of the war. Fear that all the horrors of the Titanic disaster are again to be recounted with fresh coloring lent by the tragic glint of war time events, seemed to still the crowds that packed the corridors of all the leading hotels until long after midnight. Awestricken watchers hovered about the sources of official information grasping eagerly at wild rumors and authentic bits of information alike.

Lusitania Described
The Lusitania was one of the largest of transatlantic liners, as well as one of the speediest. She was built in Glasgow in 1906. She was 335 feet long, 58 feet beam and 30 feet draft. Her gross tonnage was \$3,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Ltd., of Liverpool. Her captain was W. T. Turner. She cost about \$7,500,000 to build. The Lusitania and her sister, the Mauretania, were built under British subsidy for the purpose of carrying mail and passengers. She was the fastest liner in the world, making the Atlantic passenger service was Great Britain's final challenge to German overseas supremacy.

Hubbard Was Jealous
New York, May 8.—Elbert Hubbard, just before he sailed on the Lusitania, said, laughingly: "Speaking from a strictly personal viewpoint, I would not mind if they did sink the ship. It might be a good thing for me. I would drown with a will. 'Ho-ho,' that's about the only way I could succeed in my ambition to get into the hall of fame. I'd be a real hero and go right to the bottom."

Punched the German
New York, May 8.—The next time Henry Schultz does any cheering, he will do it at home. Schultz was standing in front of a Park Row bulletin board to-day when the news of the torpedoing of the Lusitania was posted. "With a will," "Ho-ho," he threw his hat in the air, and indulged in the German version of an Indian war dance. A bystander caught the hat and began tearing it up. Another halted Schultz's gyrations with a straight left to the jaw. Schultz dropped, and about ten others forgot all about their neutrality and began kicking him in the face from behind.

What Will Uncle Sam Do?
Washington, May 8.—As there were 183 American passengers on the Lusitania, Secretary Bryan was pressed for information as to the attitude which this government would take on the ship's destruction without search or warning. "The department will have nothing to say until it knows all the facts," was the only statement Mr. Bryan made.

WAR PENSIONS
Dominion Government Has Announced the Scale of Rates
Ottawa, May 8.—The scale of pensions for widows and children as made public by the Government yesterday is as follows:
Rank and file—\$2 a month for widow and \$5 a month for each child; Sergeant, \$28 and \$5; Squad, Battery or Company Sergeant-Major, Squad, Battery or A. M. Sergeant, \$30 and \$5; Color-Sergeant, Staff-Sergeant, \$30 and \$5; Regimental Sergeant-Major, not W. O., Master Gunner, not W. O., Regimental Q. M. Sergeant, \$30 and \$5; Warrant Officer, \$23 and \$5; Lieutenant, \$37 and \$6; Captain, \$45 and \$7; Major, \$50 and \$8; Colonel, \$75 and \$10; Brigadier-General, \$100 and \$10.

The widowed mother of a totally disabled soldier may be granted a pension at half the above rates if the soldier is her sole support and unmarried. If her only son is dead and he was her sole support and unmarried the rate shall be eligible for pension as a widow without children. In the case of orphans the rates shown for children may be doubled. A married officer, warrant officer, non-commissioned officer totally incapacitated may draw for his wife half the rate provided above and the full rate for the children. Mutually disabled will receive from \$75 to \$100 according to rank and degree.

THE SPORT REVIEW

Nine senior leagues are enrolled under the banner of the Toronto Amateur Baseball Association.

The annual tournament of the Dominion Trade Shooting Association will be held June 8, 9, 10, and 11 on the Rockcliffe Ranges at Ottawa. Over \$1,500 in prizes will be given.

O'Hara is evidently set on making a base-running record. He is down to one hundred and sixty-seven runs, higher than he has been for some seasons, and now leads the Toronto team in stolen bases.

Chicago fans are getting a lot of good baseball this season. They have a team leading the Federal, one second in the National, and third in the American.

It is not likely that Ottawa will have a team in the O. A. L. A. senior series this year. They have the material but the other clubs in the vicinity are slow in organizing so those behind the game in Ottawa have decided to stay out for the year.

There are rumors that the Newark International Baseball League franchise would be transferred to Hartford, Connecticut, leaving the Federal League a clear field. In the past the International League games at Newark have averaged from seven to ten thousand every Sunday, and the magnates depended on Sunday ball to pay their bills. With the Federals as a rival attraction the main support of the team has been wiped away and the outlook for the International League is very dubious.

"This talk about the Interprovincial Rugby Association abandoning rugby this fall because of the war is all rot at this moment," remarked Joseph Wright of the Toronto Argonauts. "The matter has not even been discussed. Who knows when this war will end? It may end in a month or six weeks. Of course there are many of our own men and their opponents on the firing line, and a few of them will not come back, but where will the benefit come in in abandoning the game now? My idea is to go ahead with what material is available. Even if the war goes on, the game should not stop, for the training on a rugby field is of great value to a fighting man. Let them play rugby, and get big and strong for the call to arms that will come if the great struggle is not ended by fall. Rugby will toughen them and brighten them for the battles ahead. Time enough to talk about quitting rugby when disaster is upon us, not when we are fighting a winning fight."

DOING BEST TO FORCE WAR.
Germany Appears to be Desirous of Italy's Intervention.
Rome, May 8.—The diplomatic situation here seems unchanged, but one regulation after another is being issued, showing that war preparations are being carried out continually.

A high personage of the Foreign Office, who is in favor of a policy of neutrality by Italy, said to-day: "It almost seems as though Germany does it on purpose. Every time public opinion seemed to be settling down and excitement to have spent itself, Germany does some irregular act which acts as a spark to set the fire going again."

The bombardment of undefended towns in England aroused a feeling of intense indignation. The sending of every neutral ship to the bottom, is a proof to public resentment. Asphyxiating gas came when the people were expressing their weariness of war.

"Our wonder here is that she could deliberately rouse the antagonism of the whole world without obtaining any corresponding advantage. Germany must be drunk with self glory."

Second Battalion Casualties.
Ottawa, May 8.—Additional casualties in the Second Battalion:
Wounded, Pte. Percy Cline, Earlton; William Alfred Fellows, Quebec; Guy Lindsay, White Lake; George D. Acton, Brockville; James Carey, Picton; Clement Carl Clarke, Belleville.

Your prescriptions will be carefully filled if taken to Gibson's Drug Store.
A man suspects he is a fool at 30, knows he is at 40; and reforms at 50. Modesty and wealth are a handsome couple but seldom seen together.

NEW YORK RIPPER TERROR.

In Letter to Victim's Mother, Friend Makes Another Threat.

New York, May 8.—The letter-writing murderer who killed five-year-old Eleanor Cohen and four-year-old Charlie Murray has written to the Murray boy's mother, telling her that he will commit another murder when the present excitement over her child's death subsides. The letter was received yesterday at the time the victim's body was about to be buried. Mrs. Murray read one paragraph and collapsed. The missive was taken to the police headquarters to be examined for finger prints.

The murder of the little boy who was killed by knife wounds the night of May 3rd, was preceded by a similar threat contained in a letter addressed to Mrs. Cohen, the mother of the little girl who was killed March 29th. Both children, the police believe, were killed by the same person. Both met their death in hallways near their homes. Both lived in the same neighborhood; the boy on First avenue, near Seventeenth street, the girl on Third avenue, a few blocks further up-town.

BERLIN DISAPPOINTED.
Early Reports of Colossal Victory Over Russians Diminishing.
Rotterdam, May 8.—Ever since Monday extraordinary rumors of colossal victory over the Russians in Galicia have been current in Berlin and all public buildings have been lavishly decorated in honor of the victory, the details of which no one knows in the absence of official news. It was reported three hundred thousand Russian had been taken prisoners and even the most moderate rumors claimed 150,000. Then, when everyone was asking for the source of the statements there appeared big posters supposing to come from Wolff's bureau announcing the tremendous victory and confirming the huge numbers of prisoners taken.

Everyone went mad with joy and for two days' festivities went on notwithstanding that the reported number of prisoners gradually decreased. According to the Vossische Zeitung it now appears that the whole thing was a hoax, and proceedings are said to have been commenced against the perpetrators for daring to besmirch the fair name of Wolff's bureau.

TO ADOPT WAR BABIES.
Suffragette Union Will Take Care of Fifty.
London, May 8.—The Daily Chronicle says that while politicians and social reformers are inquiring into the matter of war babies, the Women's Social and Political Union is taking action. Mrs. Pankhurst told a Daily Chronicle representative yesterday:

"We mean to adopt fifty war babies and to take care of them until they are grown up enough to earn their own living. The only cases to be dealt with will be those in which it is impossible for the mother and child to be together.

"It is not necessary to know how many war babies there will be," said Mrs. Pankhurst. "We know there will be many, and we want to bring some of them up in a home that will serve as a model to other social workers." The W.S.P.U. Children's Home will be looked after by a staff of efficient nurses, and a woman doctor will reside in the house. The experiment will be limited to girls.

HELMETS RARE TROPHIES.
British Soldiers Find Demand Far Exceeds Supply.
General Headquarters of the British Army, France, May 8.—German helmets notwithstanding the thousands of Germans who have been killed, wounded and captured, are still rare trophies at the British front. There are two chief reasons for this.

The first is that the Germans of late have been wearing caps, the second that the dead and wounded between the lines, on whom most of the helmets are to be found, are in no man's land, where it is almost sure death to venture.

The British soldier appreciates the fact that these helmets are bringing fancy prices in Paris, London, and New York, and he is loath to part with any trophy except for a good sum. A regular clearing house for them has been established, and hundreds are being sent to England for sale to dealers and others.

No, Cordelia, the knife one girl gives another will not cut friendship—and the odds are it won't even cut melted butter.
Be rude to none. Rudeness harms not the humblest, but injures him who exhibits it.

TO SIT THROUGHOUT WAR
Decision of Two Strong Groups In French Senate.
Paris, May 8.—As the result of a discussion whether Parliament should continue in session throughout the period of the war, the group on the left of the Senate, presided over by Emile Combes, and the Union Republican group decided yesterday to take action toward this end. They came to the conclusion that a permanent session was necessary to assure uninterrupted collaboration with the Government, and will request Premier Viviani to present their views to-day.

If you want Drugs in a hurry, phone 230, Gibson's Drug Store.

FIGHT GAS WITH GAS, SAYS LONDON PAPER

British Cannot Be Expected to Meet Enemy Under a Handicap

London, May 8.—The Cabinet is now considering the question whether the Allies should employ poison gases against the Germans, according to the Daily Chronicle, which editorially argues that "it is clear from all the evidence that the German asphyxiating gases possess serious military importance, and the enemy will continue to use them, probably on a growing scale, whenever conditions are favorable. A new and formidable weapon has been introduced into warfare. And, much as we regret its introduction and censor the gross breach of international law by which it was introduced, neither regret nor censor will win battles."

"Unless our troops are to feel that the fight an unfair battle, with one hand tied behind their backs—and that is the feeling which, if justified, might destroy all the morals of even the bravest soldiers—we must fight gas with gas and do so with the least possible delay. We must arm our front with equipment at least as deadly as the German gas equipment, and if possible defeat it. This is not a matter to stand arguing about. Posing pros and cons, whether in Parliament or elsewhere. In justice to our own soldiers we need to act and act promptly; and at the same time there ought to be as rapid a development as possible for defensive measures, not merely for the wearing of respirators, but for the spraying of alcohol, ammonia and other chemical agents.

"Every humane person must deplore that warfare has entered on this new phase, but we cannot prevent its being entered on; all we can do is to see that our men are not put at a relative disadvantage by it. If normal weather returns, with the normal preponderance of southwest winds, the enemy may come to be sorry for their own barbarous innovation. But the fact that the Allies are compelled to copy it will not in any sense exonerate Germany for having introduced it, nor take the crime of having introduced it, out of the category of those things for which an account must be duly exacted at the end of the war."

MAY LOSE PRIZE MONEY.
French Marine Minister Proposes to Abolish Old System.
Paris, May 8.—Abolition of the old system of awarding to the crews of French warships the proceeds from ships captured in time of war is proposed in a note issued by the Minister of Marine. The note follows:

"The Government, acting upon the initiative of M. Augagneur (the minister of marine), proposed the following changes in the law regulating the disposition of ships captured at sea: "President legislation awards to the captors the products of all sea prizes. The projected law awards to the Treasury all products of maritime prizes, as it is the country alone which bears all the expenses of war besides paying all indemnity for which are effected irregularly or without sufficient cause.

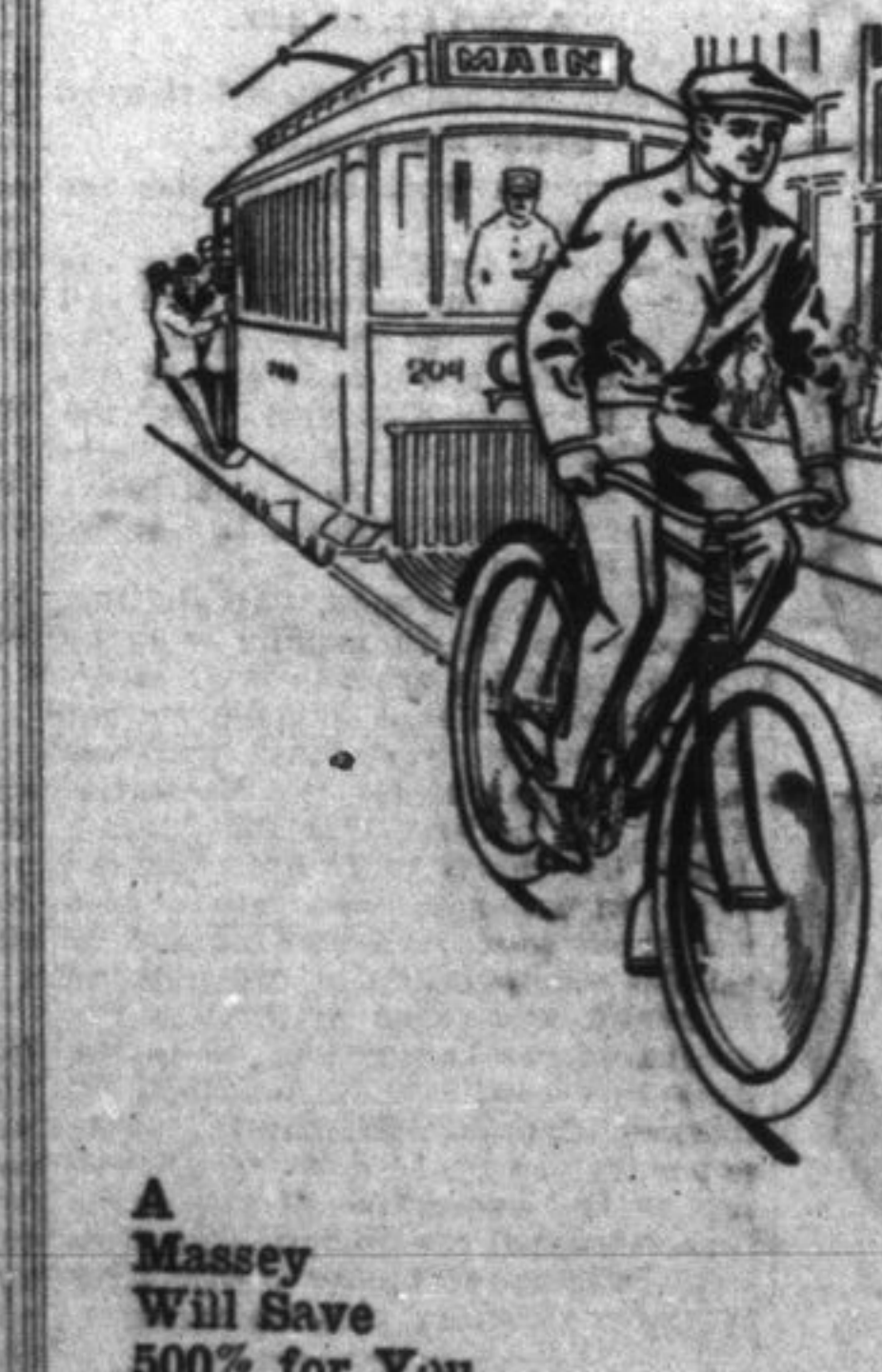
"Nevertheless, the projected law allows one-third of the products as a prize, not to the captors, but to an institution caring for marine invalids thus providing a special fund for all who have been wounded in the service of the country since the opening of hostilities, creating a common fund from which officers and men and their families will receive benefits."

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\$380.00 \$380.00

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