

MEMORY AND

and, indeed, every one finds that many of larged hope. The courage and beneficand that a short intermis impairs an estate.

To assist this weakness of our nature many methods have been proposed, all of His conversation was even more remarkineffectual; for no art of memory, howadmired, has been ever adopted into Englishman shares with him in any congeneral use, nor have those who posses-sed it appeared to excel others in readi-which were combined in his personality ness of recollection or multiplicity of have met in the person of Boswell with a

attainments.

delineator unrivalled in patience, dexterity, and dramatic insight. The result has felt the want, though Themistocles only been a portrait of a man of letters more confessed it. We suffer equal pain from lifelike than that which any other age or the pertinacious adhesion of unwelcome nation has bequeathed to us.-Thomas images, as from the evaneseence of those Seccombe in the Bookman Illustrated His which are pleasing and useful; and it may tory of English Literature. be doubted whether we should be more benefited by the art of memory or the art

of forgetfulness. Forgetfulness is necessary to reme brance. Ideas are retained by renovation of that impression which time is always wearing away, and which new images are striving to obliterate. If useless thoughts could be expelled from the mind, all the valuable parts of our knowledge would more frequently recur, and every recur rence would reinstate them in their

former place.

It is impossible to consider, without some regret, how much might have been field of rye and a field of wheat. learned, or how much might have been invented by a rational and vigorous application of time, uselessly or painfully passed in the revocation of events which have left neither good nor evil behind guish a birch from a chestnut—a poplar ly hailed from Port Huron. them, in grief for misfortunes either re- from a sycamore. injuries known only to ourselves, of which death has put the authors beyond to a nicety almost at a glance the possible

Philosophy has accumulated precept done train window tell you the probable anticipation of future calamities. All useless misery is certainly folly, and he that feels evils before they come may be deservedly censured; yet surely to dread the future is more reasonable than to the future is more reasonable than to An expert cotton buyer can tell by ex-lament the past. The business of life is amining a piece of cotton the plantation to go forwards; he who sees evil in prospect meets it in his way; but he who buyer has as keen a sense of divination. catches it by retrospection turns back to times be avoided, but that which is regretted to-day may be regretted again on the difference between a sulphite and an all-rag sheet. They do

Regret is indeed useful and virtuous. and not only allowable but necessary, when it tends to the amendment of life, or to admonition of error which we may reasonable caution or salutary sorrow. couldn't impose a 16-page work-and-turn yesterday. Ten of the Magdalene's crew vessels of more than 1,600 tons and six of form. And yet, both feel that they are were killed and nine were wounded by less than 1,600 tons were sent to the local and temporary circumstances, which we can never meet again; and most of tments have succeeded those our disappointments have succeeded those expectations, which life allows not to be

formed a second time.

It would add much to human happiness if an art could be taught of forgetting all of which the remembrance is at once usc-less and afflictive, if that pain which never can end in pleasure could be driven totally away, that the mind might perand the past might no longer encroach

upon the present. whole mind is not applied; the business whole mind is not applied; the business writes, of every day calls for the day to which it "I was talking to one of my clients that he saw Captain Irvin, Chief Mate to regret yesterday's vexations wh

regret to-morrow. sure, is equally beyond the power of man. Yet as memory may be assisted by method, and the decays of knowledge repaired by stated times of recollection, improvement. Reason will, by a resolute contest, prevail over imagination, and the

the attention as judgement shall direct. The incursions of troublesome thoughts get the picture but not the detail-that there are more critics than creators. are often violent and importunate; and it -A. BOOSTER, in The Ambassad is not easy to a mind accustomed to their nroads to expel them immediately by putting better images into motion; but this enemy of quiet is above all others weakened by every defeat; the reflection

weakened by every defeat; the reflection which has been once overpowered and ejected, seldom returns with any formidable vehemence.

A DVERTISING isn't writing a world beating announcement the first time, nor waiting until everything is perfect before beginning. It's making a start somehow, and writing a better ad the second time through experience of intellectual dominion. The mind cannot retire from its enemy into total vacancy, or turn aside from one object but by passing to another. The gloomy and the resentful are always found among those who have nothing to do, or who do nothing. We must be busy about good or evil, and he to whom the present offers nothing will often be looking backward

DVERTISING isn't writing a world beating announcement the first act the report said one of the submarines and been sunk, and that in fact the report said one of the submarines probably had been destroyed.

Secretary Daniels late to-day issued the following statement:

"My attention has been called to a serious error made in transcribing the second time through experience of shortcomings in the first, and doing better report of the attack made on the Westward who have nothing to do, or who do nothing. We must be busy about good or evil, and he to whom the present offers nothing will often be looking backward

Mak for Minard's and take no other

May attention has been called to a serious error made in transcribing the following statement:

"My attention has been called to a serious error of the attack made on the Westward report of the attack made on the Westward was proposed.

"Do you keep a cook, Mrs. Smith?"

Too you keep a cook, Mrs. Smith?"

Too you weep a cook was a mechanic in a Tokio ship-build
time, nor waiting until everything is formed to a serious error made in transcribing the following was a mechanic in a Tokio ship-build
time, to day

NEWS OF THE SEA on the past.—Dr. SAMUEL JOHNSON. (Born September 18, 1709; died Decem

ber 13, 1784.) -An Atlantic Port. September 8.-* Dr. Johnson's very appearance more familiar to us through portraits and descriptions than that of any other person of past generations. His massive figure tons, by a torpedo from a German subof past generations. His massive figure still haunts Fleet Street, and he has "stamped his memory upon the remote Hebrides." His personal habits, his tricks of speech, his outlook upon life, all have become part of our national consciousness, and have encouraged both men in the past and men now living to support the past and men now living to support the past and men now living to support the name of the vessel's crew to arrived on an American passenger ship from Great Britain. The Turtakina had but recently landed at a British port a detachment of 1,200 New Zealand troops, and have encouraged both men in the past and men now living to support the past and men now living to support the street of the vessel's crew who arrived on an American passenger ship from Great Britain. The Turtakina had but recently landed at a British port a detachment of 1,200 New Zealand troops, and was on her way to New York to take M EN complain of nothing more frequently than of deficient memory; life with a manlier fortitude and an en-

and, indeed, every one finds that many of the ideas which he desired to retain have ence of his own life, confirmed by the slipped irretrievably away; that the acquisitions of the mind are sometimes justly become a treasured possession of equally fugitive with the gifts of fortune; the English race, of whose good points and interval of the courage and benefic. The courage and benefic the ship, three members of the crew lost their lives from the explosion of the torpedo. The others, seventy-two in all, escaped in lifeboats and were pick-town of the torpedo. The others are already to changed to American, and afterwards her of the crew lost their lives from the explosion of the torpedo. The others, seventy-two in all, escaped in lifeboats and were pick-town of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others, seventy-two in all, escaped in lifeboats and were pick-town of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the torpedo. The others are the crew lost their lives from the explosion of the crew lost their lives from the explosion of the crew lost their lives from the explosion of the crew lost the crew the crew lost their lives from the explosion of the torpedo. The others, seventy-two in all, escaped in lifeboats and were picked up eight hours later by a British destroyer. The attack occurred about 180 miles out, and although the Turakina was armed, there was no chance to use the guns, as the U-boat did not show herself. ion of attention and of whose foibles he was an epitome ed up eight hours later by a British desmore certainly lessens knowledge than His intellect was not unworthy of his troyer. The attack occurred about 180 other qualities, the strength and weakness of which it reflected with fidelity. which may be justly suspected of being able than his writings, admirable though The vessel was owned by the New Zealand Labrador coast, and will be here within the best of these were, and has conferred ever its effects have been boasted or upon him a species of fame which no at Newcastle, England. It was reported that the British steam

VISION

pice and but one see power.

sees a way to harness and utilize it.

There are men in the lumber bu

on which it grew. An expert tobacco

able to fill the bosses' shoes.

essential to success."

ADVERTISING

Not one man in ten speeding over th

ship Delphic, a vessel of 8,273 tons gros register, one of the White Star Line fleet had been sunk by a submarine. The ves sel was lost on August 15 some distance off the Irish coast, and was under convoy at the time. The crew were all saved.

-Barnegat City, N. J., Sept. 9.-With grounding in the wreck of the United States Army Transport Sumner, which UT of ten men who see Niagar breach which the sea has made between and leaves a wife and five children. nine see water falling over a preci the fore and aft sections of the transport

The Barnegat coastguards, who went out to the schooner, found nobody on a vessel of 3,613 tons gross register, which rails from New York to Chicago knows weather. Nothing is known here of the the difference between a field of oats, a fate. The vessel was loaded with lumber and, according to maritime records, boun from Port Hawkesbury, N. S., August 18 led by Furness Withy & Co., was destroy

who cannot tell a long-leaf pine from a to Cuba. The J. A. Holmes, 167 tons gross, wa spruce or hemlock-who cannot distin-

Then again there are men who calculate ports picked up here say that Captain Shiouga and sixteen men from the wreck electrical power that would be generated ed Japanese steamer Kotohira Maru, who

news received here, two hundred Mexican soldiers were drowned last night in the Gulf of California as a result of the sink-There are men who have worked in ing of a Mexican government vessel. The report said a squall which caused paper warehouses for thirty years who do

not know the first principles of paper ling men. making—they do not care. That their weekly envelope is strong enough to hold their wages is all there is to the paper man submarines and the rescue of twentybusiness that interests them. There are one members of the crew of the French

shell fire. The rescue took place when bottom, as compared with twenty in the The trouble with most men is that they the ship was about 120 miles southeast of large and three in the smallt category cultivated when young a lack of interest the Azores. in things that did not appear to apply to their particular needs. They did not -Paris, Sept. 8.—The official weekly realize that general knowledge helps to report of French merchantmen sunk by

acquire specific knowledge—that the mines or submarines during the seven days ending September 2, shows that three vessels of more than 1,600 tons were sent easier it is to become informed on something. The more he learns the more he to the bottom. No vessels in the category is capable of learning.

This diatribe was inspired by something my friend the advertising man said.

My friend, the advertising man, writes between capable of learning.

This diatribe was inspired by something wessel was unsuccessfully attacked by a submarine. No fishing vessels met with disaster. house organs—a number of them. He

-Halifax, N. S., Sept. 8.-Boatsw Little can be done well to which the was relating a conversation he recently Billard, of the steamer Shimosa, which whole mind is not applied; the business had with a manufacturer for whom he was sunk last month by a German sub "You come down here—I give you the idea - you put it into readable English—and there you are. It's very simple."

"I was talking to one of my chemic that he saw Captain irvin, checi mate Morgan, and the wireless operator taken on board the submarine. The Shimosa only gave up the fight after fourteen of her men had been killed and her last shell fired.

and there you are. It's very simple."
"It's very easy," said my friend, " just as easy as building a house or weaving The very easy," said my treend, just as easy as building a house or weaving silk or making good cigars. But my experience has been that no matter what line a man follows, concrete knowledge is essential to success."

—Rome, Sept. 8.—Only three Italian million dollar corporation to operate ships between San Francisco and the Orient has September 2, it is officially announced. "In all seas," says the statement, "three amassed fortunes in the shipping boom in steamers were sunk and one small auxiliessential to success."

And it's because most men look at ary sailing vessel was damaged by a tor pedo attack. It was towed into port." hings in a thoroughly superficial way-

—Washington, Sept. 11.—Secretary of the Navy, Daniels, announced late to-day that a typographical error in the cablegram describing the encounter between the steamer Westwego and hostile submarines, and stating that two submarines had been sunk, and that in

one of the submarines probably was

The merchant fleet was en route t Europe from the United States when

Romana. Later here registry was According to Charles West, refrigerator changed to American, and afterwards her

Shipping Company and was built in 1902 five days. He is now returning from his fifth cruise in the frozen Polar regions.

the New York agents of the tern schooner
Minas Queen, comes word that she has been torpedoed and the entire crew, ex cept the boatswain, whose name is Lewis, were lost. She was commanded by Capt Wilbert L. Loomer, of Advocate Harbon and Geo. Kay,of this town, was mate her crew missing, the British three masted schooner, J. A. Holmes, a former AmeriThe vessel was bound from a French por can Great Lakes vessel, built in 1867, for an American port in ballast, havin drifted ashore about daybreak to-day, taken a cargo of oil across. She was sun by a submarine on Aug. 28.

Captain Loomer was forty years of age. He is survived by his wife and three chil-The schooner poked her nose into the dren. The mate was also a young man

New York, Sept. 11.—Reports indicating that the American steamship Susana, board and conjectured that she was aban-left here August 7 for Genoa, has been doned by her crew in the recent heavy sunk by a submarine were received in shipping circles here to-day. The advices stated that an American vessel for Genoa commanded by Capt. Smith and control ed. The Susana was cleared by that firm for the Italian port. At the office of launched at Mears, Michigan, and former- Furness Withy & Co. it was said no word

had been received of the ship. Records of the United States shipping commission er here show that this vessel carried crew of thirty-seven men. of whom nir

and there was no hope of getting her off. The steamer's hold was reported to h full of water.

The Eburoon sailed from an American with a cargo of provisions, valued at about a million dellars, for the Belgian Relief Commission. She had a gross onnage of 1,879, and was formerly the Legia. She was built in England in 1909

-London, Sept. 12-A very marked decrease in the destruction of British or to admonition of error which we may business that interests them. There are be again in danger of committing. But a very small part of the moments spent in meditation on the past produces any meditation on the past produces any observed and pressure who do not know the first principles. There are one members of the crew of the French bark Magdalene, sunk by a submarine, were told by the crew of an American port ment issued this evening. Twelve lag miles 107° (S. 54° E. mag.) from Southsunk the previous week. To-night statement shows that four fishing vess

> -Paris, Sept. 12-The statement the ministry of marine, issued this even ing, shows that for the week ending Sept 9, one French vessel of more than 1.600 were sunk by mines or submarines,

NEW SHIP LINE TO ORIENT

CORPORATION WITH \$20,000,000 CAPITAL FORMED BY

San Francisco, September 7.—A twenty president of the concern, who was in San Francisco to-day to establish an American

lars' worth of hemp, rice, and other commodities are piled on docks awaiting

One of the directors of the concern

MINIATURE ALMANAC ATLANTIC STANDARD TIME

PHASES OF THE MOON Full Moon, 1st 1h. 41m. a.m. 4h. 31m. p.m.

The Tide Tables given above are to The Tide Tables given above are for the Port of St. Andrews. For the follow-ing places the time of tides can be found by applying the correction indicated, which is to be subtracted in each case:

Grand Harbor, G. M., 18 min. Seal Cove, Fish Head, . . 30 min. 11 min. Welshpool, Campo., Eastport, Me., L'Etang Harbor, Lepreau Bay.

PORT OF ST. ANDREWS.

CUSTOMS Thos. R. Wren. Collector
D. C. Rollins. Prev. Officer
D. G. Hanson, Prev. Officer
Office hours, 9 a.m. to 4 p.m.
Saturdays, 9 to 1

W Hazen Carson,..... S NORTH HEAD NORTH HEAD.
Charles Dixon, Sub. Collector
Lond's Cove.
T. L. Trecarten Sub. Collector
GRAND HARBOR.
D. I. W. McLaughlin, ... Prev. Officer
Wilson's BEACH.
J. A. Newman Prev. Officer

SHIPPING NEWS PORT OF ST. ANDREWS

The publication of the usual ship-ng news in this column is suspend-d for the time being, in patriotic mpliance with the request issued to all papers by the Admiralty.

NOTICE TO MARINERS NEW BRUNSWICK

(173) Bay of Fundy-Grand Manan-Southwest head—Change in positions of whistling buoy and bell buoy.

Former notice.-No. 86 (290) of 1916. (1) New position of Southwest head histling buoy.- § mile 206° (S. 45° W. nag.) from Southwest head lighthouse. Lat. N. 44° 35/ 26", Long. W. 66° 54' 39" Color.-Alternate black and white ver

west head lighthouse. Lat. N. 44° 35′ 34/, Long. W. 66° 52′ 24

CHARLOTTE COUNTY REGISTRY OF DEEDS. ST. ANDREWS, N. B.

George F. Hibbard, Registrar Office hours 10 a. m. to 4 p. m., Daily, Sundays and Holidays excepted,

SHERIFF'S OFFICE ST. ANDREWS, N. I R. A. STUART, HIGH SHERIFF Time of Sittings of Courts in the Count

of Charlotte:— CIRCUIT COURT: Tuesday, May 8 1917, Chief Justice K. B. D. McKeown Tuesday, October 2, 1917, Justice Chand COUNTY COURT: First Tuesday in Feb ruary and June, and the Fourth Tuesday in October in each year, Judge Carleton

The First Week in September

Is the beginning of our busy season, bu you can enter anytime. Send for new Catalogue

S. Kerr, Principa

Tuesday, September 4 is the day on which classes will be resumed at

FREDERICTON BUSINESS COLLEGE

Write for information as to our courses of study.

We must have a large number of graduates next year to supply the great demand for office help. W. J. OSBORNE, Prin.

Fredericton, N. B.

NAME WANTED AND WANTED AND WANTED A TRAVEL

A ASTONIANASTONIANASTONIANASTONIANAS Grand Manan S. S. Company

On and after June 1 and until furthe notice the steamer "Grand Manan" will run as follows: Leaves Grand Manan Mondays at 7 %. a.m. for St. John via Campobello, Eastp and Wilson's Beach. Arrive at St. Jo

2.30 p.m.

Returning leaves Turnbull's What

Andrews, Eastport and Campobello.

Leaves Grand Manan Fridays at 6.00
a.m., for St. John direct. Arrive at St.

John 10.30 a.m.

Returning leaves St. John at 2.30 p.m.
for Grand Manan direct. Arrive at Grand
Manan 7.00 p.m., same day.

Leaves Grand Manan for St. Andrews Saturdays at 7.00 a.m., via Campobello and Eastport. Arrive at St. Andrews a 11.00 a.m.

Returning leaves St. Andrews at 1.30

p.m. same day, via Eastport and Campo

Tourist Excursion Rates Fridays Friday trip direct from Grand Manan to St. John, returning same day; single fare \$1.00, return \$1.50. fare \$1.00, return \$1.50.
Friday form St. John to Grand Manan
\$1.00; returning via Eastport on Saturdav
\$1.50, or to St. John on Monday \$2.00.
Saturday from Grand Manan to Eastport, Campobello and St. Andrews, regular single fares for round trip.
Saturdays when advertised and tides suiting, will run excursion trips to St.
Stephen touching all intermediate regular

tops.
Atlantic Standard Time. SCOTT D. GUPTILL, Manager

MARITIME STEAMSHIP CO., LTD.

Until further notice the S. S. "Connors Bros." will run as follows: Leave Saint John, N. B., Thorne Wharf and Warehousing Company 1 of Saint Warehousing Company 1 o John, N. B., Thorne Wharf and Ware-housing Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letite, Deer Island, Red Store or St. George. Return-ing leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at Letite or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide per-mitting.

mitting.

Agent—Thorne Wharf and Warehousing Co., Ltd., 'Phone, 2581. Mgr., Lewis This company will not be responsible for any debts contracted after this date without a written order from the company

CHURCH SERVICES

PRESEYTERIAN CHURCH—Revd. W. M. Fraser, B. Sc., Pastor. Services every Sunday, 11 a. m. and 7 p. m. (7.30 p. m. during July and August.) Sunday School, 2.30 p. m. Prayer services Fri; day evening at 7.30.

METHODIST CHURCH—Rev. Thomas Hicks, Pastor. Services on Sunday at 11 a.m. and 7 p.m. Sunday School 12.00 m. Prayer service, Friday evening at

T. ANDREW CHURCH—Revd. Father Meahan, D. D. Pastor. Services Sun-day at 7.15 a.m., 10.30 a.m. and 7.30

ALL SAINTS CHURCH—Revd. Geo. M. Elliott, B. A., Rector. Services Holy Communion Sundays 8.00 a. m. 1st Sunday at 11 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sundays at 7.00 p. m. Fridays, Evening Prayer Service 7.30.

BAPTIST CHURCH—Rev. William Amos, Pastor, Services on Sunday at 11 a.m. and 7 p.m., Sunday School after the morning service. Prayer Service, Wednesday evening at 7.30. Service at Bayside every Sunday afternoon at 3 o'clock except the last Sunday in the month when it is held at 7 in the evening.

ST. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster Office Hours from 8 a.m to 8 p.m.

Money Orders and Savings Bank Business transacted during open hours.

Letters within the Dominion and to the United States and Mexico, Great Britain Egypt and all parts of the British Empire, 2 cents per ounce or fraction thereof. In addition to the postage necessary, each such letter must have affixed a one-cent "War Tax" stamp. To other countries, 5 cents for the first ounce, and 3 cents for each additional ounce. Letters to which the 5 cent rate applies do not require the "War Tax" stamp.

Post Cards one cent each to any address in Canada, United States and Mexico One cent post cards must have a one-cent "War Stamp" affixed, or a two-cent card can be used. Post cards two cents each to other countries. The two-cent cards do not require the "War Tax" stamp.

Newspapers and periodicals, to any address in Canada, United States and Mexico, one cent per four ounces. Office Hours from 8 a.m to 8 p.m.

o, one cent per four ounces.

Arrives: 10.45 p.m. Mails for Deer Island, Indian Island, and Campobello

Arrives: 11 a.m. Closes: 12 m.