TRAVEL

d Manan S. S. Company

r Oct. 1 and until further notice rand Manan leaves Grand Manan ays 7.30 a.m., for St. John, return- ves St. John Wednesdays 7.30 a.m., ays via Campobello, Eastport and t's Beach.

ve Grand Manan Thursdays 7.30 for St. Stephen, returning Friday , via Campobello, Eastport and St. ws, both ways.

ve Grand Manan Saturdays 7.30 round trip St. Andrews, returning , both ways via Campobello and or'.

antic Standard Time.

SCOTT D. GUPTILL, Mgr

ITIME STEAMSHIP CO., LTD.

ile S. S. "Connors Bros." is tempor- off her route the auxiliary boats n Connors" and "Page" will supply lace till further notice.
ve St. John, N. B., Thorne Wharf Warehouse Co., on Saturday, 7.30 a. r St. Andrews, calling at Dipper or, Beaver Harbor, Black's Harbor, Bay or Letite, Deer Island, Red , St. George. Returning leave St. ews Tuesday for St. John, calling at e or Back Bay, Black's Harbor, er Harbor and Dipper Harbor, tide weather permitting.

NT—Thorne Wharf and Warehouse Co., St. John, N. B.

hone 2581; manager, Lewis Connors. k's Harbor, N. B.
is Company will not be responsible ny debts contracted after this date out a written order from the Com- or Captain of the steamer.

CHURCH SERVICES

RESBYTERIAN CHURCH—Revd. W. M. aser, B. Sc., Pastor. Services every nday, 11 a. m. and 7 p. m. Sunday hool, 2.30 p. m. Prayer services Fri ay evening at 7.30.

THODIST CHURCH—Revd. R. W. Weddall A., Pastor. Services on Sunday at 11 m. and 7 p. m. Sunday School 12.00 . Prayer service, Friday evening at 30.

ANDREW CHURCH—Revd. Father Meahan, D. D. Pastor. Services Sun- ay at 8.00 a. m., 10.30 a. m. and 7.30 . m.

. SAINTS CHURCH—Revd. Geo. H. Elliott, B. A., Rector. Services Holy Communion Sundays 8.00 a. m. 1st unday at 11 a. m. Morning Prayer nd Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sun- ays at 7.00 p. m. Fridavs, Evening Prayer Service 7.30.

PTIST CHURCH—Rev. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m., Sunday School after the morning service. Prayer Service, Wed- nesday 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 Busi- ess transacted during open hours.
Letters within the Dominion and to the nited States and Mexico, Great Britain gypt and all parts of the British Empire, cents per ounce or fraction thereof. In dition to the postage necessary, each ch letter must have affixed a one-cent War Tax" stamp. To other countries, 5 ents for the first ounce, and 3 cents for ch additional ounce. Letters to which he 5 cent rate applies do *not* require the War Tax" stamp.
Post Cards one cent each to any address Canada, United States and Mexico. ne cent post cards must have a one-cent War Stamp" affixed, or a two-cent card an be used. Post cards two cents each other countries. The two-cent cards o *not* require the "War Tax" stamp.
Newspapers and periodicals, to any ad ress in Canada, United States and Mexico, one cent per four ounces.

ARRIVES: 12.20 p. m. CLOSES: 5.05 p. m.

All Matter for Registration must be Posted half an our previous to the Closing of Ordinary Mail.

HERIFF'S OFFICE ST. ANDREWS, N. B.

R. A. STUART, High SHERIFF

Time of Sittings of Courts in the County f Charlotte:—
CIRCUIT COURT: Tuesday, May 8, 917, Chief Justice K. B. D. McKeown; Tuesday, October 2, 1917, Justice Chand- er.
COUNTY COURT: First Tuesday in Feb- uary and June, and the Fourth Tuesday n October in each year.
Judge Carleton.

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.

Advertise in the Beacon

H. O'NEILL
UP-TO-DATE
MARKET

Dealer in Meats, Groceries. Provisions, Vegetables, Fruits, Etc.

ST. ANDREWS, N. B.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, MARCH 10, 1917 — NO. 37

ROADWAYS!

ONE road leads to London,
One road leads to Wales,
My road leads me seawards
To the white dipping sails.

One road leads to the river,
As it goes singing slow;
My road leads to shipping,
Where the bronzed sailors go.

Leads me, lures me, calls me
To salt green tossing sea;
A road without earth's road-dust
Is the right road for me.

A wet road heaving, shining,
And wild with seagulls' cries,
A mad salt sea-wind blowing
The salt spray in my eyes.

My road calls me, lures me,
West, east, south and north;
Most roads lead men homewards,
My road leads me forth.

To add more miles to the tally
Of gray miles left behind,
In quest of that one beauty
God put me here to find.

—John Masefield, in "The Story of a Round House and Other Poems."

MOROCCO DAYS

"THE MAN WHO COULD NOT SIN."

WHEN a descendant of a great Moslem saint whose tomb is one of the glories of Baghdad came to Fez there was quite a stir amongst the religious world, for not only was this person age possessed of great hereditary sanctity, but he brought with him as well the reputation of a blameless life of devotion.

It was therefore only natural that the aristocracy of Fez took the greatest interest in the visit of this distinguished stranger. The Sultan had personally affixed the biggest seal of State to the instructions sent to the port where the holy man landed, so that no honour might be denied him; and it was a little escort of the Sultan's own guards and stable men who brought him to the northern capital.

Shereefian orders were given as to the manner of his entertainment. Members of the Sultan's own family were commanded to invite the saint daily to their houses, so that during his whole stay he might pass his days in the palaces of the great.

Never did any man's holiness stand more clearly revealed. The ascetic countenance, the lips moving ever in silent prayer, the rotating beads of his rosary that never ceased running through his tapering fingers, the downcast eyes more than half hidden in the shade of the soft draperies of his "haik," with their lids outlined dark blue with "kohl"—all spoke to his blameless life; and before he had been in Fez above two or three days he was known in the city as "the man who could not sin."

It was on the fourth day of his visit—for he had spent the first two in seclusion and prayer and had been received by the Sultan on the third—that he was invited to take his midday meal in the palace of the Sultan's uncle, a man of high reputation and attainments. To meet "the holy man" the host had invited a score of his relatives and high dignitaries of the town—the flower of the Fez aristocracy.

Even more sedate than usual was this entertainment, to which, as is customary, the guests arrived before the hour, to allow time for the intricate and prolonged course of tea-drinking which precedes every meal in Fez. Nor did the "holy man's attitude tend to enliven the party, for he paid little attention to anyone or anything, and sat in silent recitation of prayers and passages from sacred writings. When he was addressed he replied in monosyllables, without raising his head.

A desultory conversation among the other guests turned, as so many conversations did at that time—it was just before the French occupation of Morocco—on the subject of the intentions of the European Powers. The Sultan's uncle gave an account, interposed with many religious exclamations, of the visit of a Representative of——, who had just left the Moorish Court. He finished his long address with these words:—

"It is clear, O my lords and brethren, that while Allah has bestowed upon us truth and learning, wisdom and righteousness, Satan has granted exceeding skill to the infidel—which will avail him nothing, as his soul is lost. The Ambassador himself gave me an object which is admirable notwithstanding its origin": and with this he produced from the voluminous folds of his raiment an immense gold watch; one of those watches that do everything—strike, repeat, show the phases of the moon, tell the days of the month and the week, and even possess, hidden away in their complicated works, a diminutive musical box.

"God is great!" breathed the guests as the host explained the wonders of his new acquisition. Other watches appeared from beneath the flowing robes of the company, but none could compete with this prodigy of watches, which with the more humble timepieces was passed from hand to hand for inspection and admiration.

Conversation became general; every man seemed to have a watch story to tell, except the guest of the day, who sat ever with down-cast eyes. To him all this was worldliness.

Tea-drinking came to an end, and half a dozen slaves hurried in, swept up the crumbs of the almond cakes, collected the little teacups on to the great trays, and carried out the "samovas," the incense burners, and all the other articles which form part and parcel of a tea party in Fez. Then they rearranged the pillows on the low divans, straightened the carpets, and sprinkled the guests with rose-water out of long-necked silver sprinklers.

It was then that it was discovered that the great gold watch had disappeared! Those of the other guests were there, spread about on divan and carpet, but this prince of timepieces had gone.

There was consternation among the guests—all but two. For the "holy man" seemed to take a very distant interest in what was passing, while the owner of the watch hastened to reassure his friends.

"One of the slaves has taken it," he said, "so it cannot leave the house. Think no more of it. A Christian gave it to me, but Allah will restore it. Think no more of it—and, indeed, it is the hour of midday prayer," and rising he led the way into the sunlit court-yard, where, having performed their ablutions, the guests formed themselves into two lines, one behind the other. Then the "holy man," as "Imam," [illegible] a little in front of the centre [illegible] line, and the whole company began their prayers and prostrations. In unison fell the cry of "Allah Akbar," as together they rose to their feet or bowed their foreheads to the marble floor. Next, cross-legged, each with his rosary in his hand, they sat in silent meditation, and the face of the saint seemed illumined by the depth of his devotion and the accumulated holiness of his blameless life.

Then clear in the silence of the sunlit court, from the depths of the robes of "the man who could not sin," the great gold watch struck 12 and played Weber's last valse.—WALTER HARRIS, in *The Times*, London.

DEATH OF ADMIRAL KANE

Admiral Sir Henry Coey Kane, who has died at the age of 73, was the hero of H. M. S. *Calliope*, which, by indomitable pluck and seamanship, he saved in the terrible hurricane of March 16 and 17, 1889, at Apia, Samoa.

The escape of the *Calliope* was described by Captain Kane, as he then was, in a dispatch to the Admiralty. After reporting that the hurricane caused a disaster unprecedented since the introduction of steam—the total loss of four warships (*Trenton, Vandalia, Adler,* and *Eber,*) out of seven, with a loss of 130 lives, and the stranding of two others, the *Olga* and *Nipsic*—he said:—"The *Calliope*, I thank God, is left afloat, and sound in hull." No lives were lost aboard her. On the afternoon of March 15 the wind came up from the north-east, gradually freshened, and by midnight it was blowing a gale; it increased all through the middle and morning watch. By daylight, when it was blowing a hurricane, the *Caliope* had dragged quite close to the reef, by which time the *Eber* had gone down with all hands but five. Captain Kane continued:—"The harbour was crowded with shipping, all dragging together. I got steam up in all boilers, and succeeded in keeping clear of the reef for some time but soon found that that could not last for long. The seas were perfectly fearful, breaking over our top-gallant forecastle and all but burying the poor *Adler*, which soon went on the reef. . . . The seas were now (8 a.m. on the 16th) breaking from out beyond the reefs. The *Vandalia* was dragging down on top of us, the *Olga* was close on our starboard quarter and the shore reef close on the port quarter. I managed for some time to keep clear of all three, but our port cable parted and and we came against the *Vandalia's* stern and carried away the jibboom and all the fastenings of the bowsprit. . . . Then the *Olga* came up on our starboard side and very nearly rammed us. I just managed to sheer clear, but she caught our foreyard and damaged it severely.

"Seeing that every time we tautened our cable we were getting nearer the reef (in fact it was a question of feet) I made up my mind to slip and try to go out. I called on the staff engineer for every pound of steam he could give us, and slipped the one remaining cable. The engines worked admirably, and little by little we gathered weigh and went out flooding the upper deck with green seas, which came in over the bows, and which would have sunk many a ship. My fear was that she would not steer, and would go on the reef in the passage out, especially as the *Trenton* was right in the fairway. But we went under her stern, putting our foreyard over her quarter boat, and came up head to wind most beautifully. Once outside her it was nothing but hard steaming. . . . We steamed from 9.30 a.m., when we slipped, until 6 p.m. with the extreme power of the engines, developing at least as much power as we have ever done on a trial without a hitch, and that with the engines racing every plunge in a heavy sea. The wind increased during the afternoon still more. The best idea of its strength may be got from the fact that we made only a knot or so against it and the sea, just enough to give steerage way. I did not dare go slower, because the ship would have fallen off into the trough."

In conclusion Captain Kane recorded that when he returned to Apia on March 19 he found the harbour perfectly clear, "not a craft from the *Trenton* to a schooner afloat in it."

Sir Henry Kane, who was the second son of the late Sir Robert Kane, of Fortlands, Killiney, and Glandree, Co. Clare, entered the Navy as a cadet in 1858, was promoted captain in 1882, rear-admiral in 1897, and admiral in 1907. He saw active service in Egypt in 1882, when he commanded the Suez Canal Guard from Ismailia to Kantara until he was selected second in command of the Naval Brigade to operate with the land forces. He took part in the night march of September 13, the battle of Tél-el-Kebir, and the advance to Zagazig. For his services in this campaign, during which he was wounded, he received the Egyptian medal and the Khedive's bronze star. From 1883 to 1887 he served as Naval Attaché. In 1887 he was appointed to the command of H. M. S. *Calliope*. Admiral Kane's last active command was that of H. M. S. *Victory*, where he was flag captain to Lord Clanwilliam. In 1894 he became Director of Naval Ordnance, an office which he held until his retirement in 1898. Admiral Kane was made C. B. in 1891 and K. C. B. in 1911.—*The Times*, London, Feb. 9.

Henshaw—"I hear he was operated on. What did he have?" Gee Whiz—"Money."—*Life.*

Minard's Liniment for sale everywhere

FUNERAL OF HON. GEORGE J. CLARKE

In our last week's issue we could make only a brief reference to the funeral of Hon. George J. Clarke, which took place in St. Andrews on Thursday afternoon, March 1. The body was brought by train from St. Stephen, and was accompanied by a large number of members of Sussex Lodge, A. F. and A. M., members of the family, and many other friends. The funeral service was held at 2.30 p.m. in the Methodist Church, where a very large gathering assembled.

The Communion rail and pulpit were fittingly draped, the floral tributes formed a perfect bower of memorial beauty and esteem. The Choir of the Methodist Church, under the efficient leadership of Miss Carrie Gardiner, with Miss Maude Weddall as organist, and assisted by representatives of the other choirs of the Town, rendered with marked impressiveness, the familiar hymns selected by the family of the departed: "O God our help in ages past"; "Lead, Kindly light amid the encircling gloom"; Rock of Ages, cleft for me."

Rev. William Fraser, of the Presbyterian Church invoked the Divine blessing and, in touching language, commended the sorrowing ones to the Loving Father

Rev. George H. Elliott, of the Anglican Church, read the Old Testament Selection, part of the 90th Psalm, and Rev. William Amos, of the Baptist Church, the New Testament lesson, part of the fifteenth chapter of First Corinthians.

Rev. H. S. G. Strothard, of the Methodist Church, St. Stephen, offered an appropriate prayer, and Rev. Richard W. Weddall, of the Methodist Church St. Andrews, delivered the following address:

We are assembled this afternoon as we tarry on our pathway to the grave, to pay honor and respect to one who by his devoted life "served well his day and generation."

It seems almost a universal sentiment that when we come to the close of life we sigh for the familiar scenes of our childhood days and long, in death, to be laid in the family lot by the side of those with whom we began.

And so it is fitting that the body of the late Honorable Doctor George J. Clarke should be brought, by loving hands, to his native Town and laid to rest in the quiet spot, whither in a little we shall wend our way.

The late Honorable Dr. Clarke was St. Andrews' contribution to a position of distinguished honor and usefulness in the service of his native Province, a position filled with credit to himself and the Country, until failing health compelled him to resign his office of Premier; and St. Andrews to-day is proud to honor his memory and sympathise most deeply and sincerely with those of the home circle, now so sadly broken.

We commend the widow and daughters to the Loving One; we remember with special regard the daughter on the other side of the ocean, denied the satisfaction of standing by her father's side in the closing hours, and for them all we earnestly pray that the God of all consolation may comfort their hearts in the time of their bitter grief—while we all remember—that—

"Fast as the rolling seasons bring
The hour of fate to those we love,
Each pearl that leaves that broken string
Is set in friendship's crown above,
As narrower grows the earthly chain,
Our circle widens in the sky,
These are the treasures that remain
But those are stars that beam on high."

Our earliest days, almost invariably, forecast the possibilities of coming years. It is in the recollection of his contemporaries that Mr. Clark in his schoolboy days was always a diligent student, giving careful attention to whatever subject engaged his thought. And when the hour struck which called him to wider service in the interests of his country he assumed his duties with corresponding devotion and, with an indomitable will, clung to his task when many a weaker man would have sought the rest he had so well earned. He found it hard to give up the task he had learned to love, as, after all, every man, fired with an honest ambition, finds it hard to close the book and rest.

But if of him it can be truly said "he ceased at once to work and live," he was spared years of possible inaction which to him had been more grevious than the strenuous toil of his public life.

His honors came to him as the result of well-won merit following patient and persistent study from his earliest days to the last, and so his country honored him with the distinguished position of Premier of his native Province while the University of New Brunswick conferred upon him the Doctor's degree, which alas! he lived but a brief period to enjoy. It was my pleasure to enjoy the friendship of Dr. Clarke during a Pastoral Series in the Town of St. Stephen, some time ago, and subsequently as we met during intervening years.

I found him, as I know you did who knew him well, a gentleman of kindly heart, generous impulses, warm friendship, and sterling honesty.

In our congregation, of those days, no one was a more regular attendant upon the service on the Sabbath day, none gave a more respectful or appreciative hearing to the message, and in those heart-to-heart talks, in which it is at once the Pastor's duty and joy to engage with his people, many evidences were given that the higher values were not by any means esteemed of minor importance.

But now the chapter closes and the book opens in the other life, whose realm of wider service we too must die to know—for—

"Death gives us life, and in exchange
takes breath!
He is like cordial Spring
That lifts above the soil each buried thing.
Like Autumn, kind and brief,
The frost that chills the branches frees
the leaf.
Like winter's stormy hours
That spread their fence of snow to save
the flowers,
The lordliest of all things
Life gives us only feet, Death gives us
wings."

And on these wings we soar into the Spirit land.

A word for us who remain:
When Henry Ward Beecher lay in his last illness, his life-long friend, Major Pond, sat by his side, to whom he said, "only think Major, in a few more hours I shall see Jesus."

And Henry Ward Beecher was accustomed to say "I have only one Sermon."

What a magnificent tribute, coming from that colossal intellect and tender heart to that Name that is above every name, that at the name of Jesus every knee should bow and every tongue confess that He is Lord to the Glory of God the Father."

If Jesus be the supreme object of our adoration, in service, and our love, then all will be well, and we shall be able to repeat with holy confidence Tennyson's beautiful closing ode

CROSSING THE BAR

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.
Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;
For tho' from out our bourne of Time
and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

The Benediction was pronounced by Rev. B. H. Penwarden, of the Presbyterian Church, St. George, and the solemn procession, preceded by Masonic Lodges of St. Stephen St. Andrews, followed by members of the Government, and representative men from almost every part of the Province, with the friends and citizens of the Town accompanied the remains to the Rural Cemetery where the burial ceremonies were conducted by the associate Pastors of St. Andrews and St. Stephen Methodist Churches, followed by the Masonic service read by W. B. Hawthorn, the Master of Sussex Lodge A. F. and A. M., of St. Stephen and participated in by Mr. Weddall, of Kentville, A. F. and A. M., Nova Scotia.

RECRUITING IN NEW BRUNSWICK

The official report of the result of recruiting in the Province of New Brunswick, for home and overseas service, for the week ending March 3, is as follows:

St. John County—	
16th Field Ambulance Train	14
236th battalion	1
216th battalion	4
9th Siege battery	2
Canadian Engineers	2
Machine Gun Draft	4
C. A. S. C.	3
Forestry Draft	1
R. C. N. V. R.	1
	—32
Westmorland county—	
216th battalion	1
165th battalion	1
236th battalion	1
Field Artillery Draft	3
Div. Am. Column	3
65th Field battery	3
Canadian Engineers	3
Home service	2
	—17
Carleton county—	
65th Field battery	1
Div. Am. Column	1
16th Field Am. Train	3
236th battalion	1
Home service	2
	— 8
Victoria county—	
9th Siege battery	1
16th Field Am. Train	1
Skilled Ry. Employees batt.	3
Home service	
	— 6
York county—	
16th Field Am. Train	5
236th battalion	1
	— 6
Restigouche county—	
165th battalion	1
236th battalion	2
Home service	1
	— 4
Northumberland county—	
236th battalion	2
Home service	3
	— 5
Charlotte county—	
236th battalion	2
Kent county—	
165th battalion	1
Albert county	0
Kings county	0
Queens and Sunbury	0
Gloucester	0
Madawaska	0
Total for week	81

MUCH ADO ABOUT—LITTLE

Over forty persons were called together at Windsor Quarter Sessions yesterday Jan. 31, to hear the only charge in the calendar, Arthur Rhys Jones, 43, a barman, being indicted for stealing a pot of honey, value 5d. The borough magistrates had been unable to deal with the case when the man was before them because he had been previously convicted. There were present the Recorder (Judge Hugh Murry Sturgee) the Mayor, the clerk of the peace and his clerk, the chief constable, a police-sergeant, the court attendant, the usher, and the doorkeeper, thirteen grand jurors, twelve petty jurors, counsel and solicitor, two witnesses and the prosecutor, a shorthand writer, and two warders who had brought the prisoner from Oxford.

The Recorder, charging the grand jury, said many people would think it was absurd to summon so many men together and take them from their various occupations, especially at the present time. With that we agreed; but there were many people who took the other view. Of course there were legal reasons, which he explained.

The grand jury having found a true bill, the judge sentenced prisoner, who had already been detained two months, to one day's imprisonment.—*London Daily Telegraph.*

News in Brief

——Lisbon, March 5—The death is announced of Manuel De Arriaga, ex-President of Portugal.

Manuel De Arriaga in 1911 was elected the first constitutional President of the Republic of Portugal. He has been for years a professor of Coimbra University and was the tutor in English for the late King Carlos and the Duke of Oporto. At the time of his election as President he was procurator general in the Portuguese provincial government.

Senhor Arriaga was a man of distinguished personality and possessed great influence among sections of the Republican party. He was a member of no special group and was chosen President by the constituent assembly in an endeavor to conciliate all parties.

CANADIAN NEWS

——Regina, March 1.—It was announced in the Legislature last night that profits from the Government liquor stores in eighteen months' operation were $1,527,000.

——Ottawa, March 2.—Enlistments in the Canadian expeditionary forces have reached 399,494, according to figures issued by the Department of Militia. Had Quebec provinces supplied its allotted number of men, the 500,000 promised by Canada at the beginning of 1916 would now be surpassed. Failure of this province to recruit up to the standard of the other provinces is emphasized in to-day's official figures which shows that the Toronto district alone has enlisted twice as many as the whole of Quebec. The figures stand:

Toronto District, 88,987; Province of Quebec, 43,643; and the Quebec figures include more than 20,000 English speaking recruits, mostly secured in Montreal.

Total enlistments in the Dominion during the last two weeks of February reached 3,298. The number for the complete month was 7,830, an increase of 125 over January. Enlistments during the past fortnight by districts were as follows: Toronto, 1,186; Montreal, 368; Kingston, 317; Maritime Provinces, 317; London, 328; Manitoba, 255; Saskatchewan, 202; British Columbia, 174; Alberta, 69, and Quebec, 82.

——Vancouver, March 6—Seven persons were burned to death to-day when the Coquihalla Hotel, at Hope, B. C., was destroyed by fire.

——Bathurst, N. B., March 6—The Seminary of the Sacred Heart, situated in West Bathurst, was completely destroyed about three o'clock this morning. Ever since the destruction of the college at Caraquet in January, 1916, the Seminary was used by the Eudist Fathers as a college, and at time of fire had 150 students on the roll.

The structure was a magnificent one of stone and brick, 170 feet long by 70 feet wide, and cost more than $150,000.

The fire broke out on the first floor, and when first seen had made considerable headway. The students all safely made their escape, but lost all their belongings. Very little help could be given the Fathers, as the most severe storm seen here in twenty years was raging. There is about $40,000 insurance.

TOWN COUNCIL

The monthly meeting of the Town Council was held in the Town Hall on Tuesday, the 6th inst., at 8 o'clock.

Present—The Mayor, G. King Greenlaw, Aldn. Finigan, Gardiner, Hibbard, Lowrey, Shaw, Worrell.

Absent—Aldn. Douglas, McFarlane.

Minutes of monthly meeting of February 6th read and confirmed.

A communication from F. H. Grimmer, Esq., Town Treasurer, requesting that an order be passed sanctioning advancing ten (10) dollars out of Town funds, at the request of the Mayor and at the instance of the Poor Commissioner, to provide for the deportation of a discharged soldier, prisoner.

Moved by Aldn. Hibbard, seconded by Aldn. Lowery, that the request of the Town Treasurer be complied with. Carried.

Referring to the application of the School Board, for an appropriation of four thousand five hundred (4,500) dollars for School purposes for the ensuing year. The Mayor reported v. v. that he had interviewed M. N. Cockburn, chairman of the Board, with the view of having the amount 4,500 dollars asked for reduced to 4,000 dollars, but was advised, that the School Board would not make any reduction of the amount applied for

On motion of Aldn. Shaw, seconded by Aldn. Gardiner and carried, the following amounts were ordered to be assessed for the several purposes named, viz.—

COUNTY WARRANTS

County Contingent Fund,		$394.50
Days pay of Councillors, 1917, one half,		6.00
		$400.50
County School Rate,		552.30
		$952.80
Streets,	$1500.00	
Police,	600.00	
Salaries,	600.00	
Discount on Taxes,	300.00	
Assessors Commission,	120.00	
Fire Department,	300.00	
Sewers,	1,500.00	
Street Lighting,	250.00	
Schools,	4,500.00	
		$9,670.00
Patriotic Fund,		2,925.00
	Total,	$13,547.80

Moved by Aldn. Worrell, seconded by Aldn. Lowery, "That the Town Marshal be notified that it is the intention of the Town Council to terminate his contract at the end of the present year, ending April 1st, 1917. Carried.

On motion seconded and carried the following bills were ordered to be paid, viz.—

Mrs. Patrick Parker, Poor,	$12.00
J. G. Handy, Gasoline,	1.48
John McFarlane, attendance, Light,	15.30
W. J. McQuoid, teams, snowplow,	30.50
	$59.28

E. S. POLLEYS,
Town Clerk.

News of the Sea

——Halifax, N S., March 4—The steamer *Georgetown*, from New York for a port in England, foundered at sea, according to news brought here to-day.

A freight steamer put in here to-day, and on board were eight members of the *Georgetown's* crew. They had been rescued by another steamer bound for Europe, and these men were transferred to the freighter that arrived here, she being unable to accomodate any more. The *Georgetown* was a lake boat of 910 tons.

——New York, March 5—The Associated Press to-day carried the following:

"Advices received here from Rio Janeiro and London indicate that the royal mail steamer packet liner *Drina*, of 11,483 tons, with passengers and cargo from Rio Janeiro, has been sunk between Lisbon and Liverpool. The passengers were landed. No details are available. The South American advices reported that the loss of the *Drina* after leaving Lisbon has been announced by the agents of the Royal Mail Steam Packet Company, of Rio Janeiro. Agents of the company here admitted to-day the receipt of a message from London signed by the captain:

"*Drina* passengers landed safely."

——New York, March 6—The British freight steamer *G. R. Crowe*, which sailed to-night for an unknown destination, is aground on the east bank of Ambrose Channel, off Coney Island

The vessel is of 2,740 gross tons and was built in Dundee, 1909. She is owned by the St. Lawrence & Chicago Steam Navigation Company, of Toronto.

The crew signalled ashore later that she was "resting very uneasily" on the sand. She asked that a tug be sent to her aid immediately.

——Ocean City, Md., March 5—Eleven members of the crew of the coast guard steamer *Yamacraw* were drowned last evening in attempting to assist the American tanker *Louisiania*, which grounded on Little Gull Shoals, off here, yesterday morning. Responding to distress signals from the *Louisiania*, the *Yamacraw* launched a small boat, manned with a crew of nine. It almost immediately capsized in the tremendous sea, and another boat, with two boys in it, was launched in an effort to save the other boat's crew. It met the same fate as the first boat, and the entire eleven perished

A third boat, with four men, capsized in the breakers. They were rescued and taken to the coast guard station near here.

The *Louisiania*, with her crew still aboard, was in an unchanged position this morning. The sea had moderated consideraly.

——Paris, March 3—The Admiralty has decided not to publish daily the names of torpedoed vessels. The announcement says that this publication has caused "grave inconvenience" and and that a weekly statement will be issued instead, giving the number of vessels of different classes which have been sunk.

——New York, March 3—News of the torpedoing of two more vessels—the steamship *Famiglia*, Italian, and the *Sandol*, a Norwegian barque not listed in the maritime register—was brought here yesterday by the Dutch steamship *Samarinda*, from Rotterdam by way of Norfolk.

——Berlin, March 3.—Nine armed Russian steamers were destroyed by the German submarine which recently was sunk near Hammerfest, according to a Christiania dispatch in the *Neue Zuricher Zeitung*. This vessels are said to have been purchased in South America by Russia.

——London, March 3—Reuter's Telegram Company says the Greek steamship *Proconnissos*, of 2,769 tons gross, which had been requisitioned by the Greek Royalist Government to go to America for 5,000 tons of grain, for the assistance of the Royalist population of old Greece, has been torpedoed and sunk by a German submarine.

According to the latest maritime records the *Proconnissos* was transferred from Greek registry to the French flag and renamed *Verdun*.

APPAM RESTORED TO BRITISH

Washington, March 6—British claimants of the German prize ship *Appam* at Newport News, Va., to-day won their suit in the supreme court to regain possession of the vessel and cargo.

In sustaining the British libel attachment suits against the *Appam* and cargo the court held that the British owners are entitled to restitution because the *Appam* violated American neutrality.

Treaties of 1799 and 1928 between the United States and Germany, the court held, do not entitle German prizes, unaccompanied by the captor warship, to indefinite American asylum. Jurisdiction of American courts over the *Appam* was upheld.

Findings of Federal Judge Waddill, of Virginia, that the *Appam* violated American neutrality, after being brought into Hampton Roads a year ago by Captain Hans Berg and a German prize crew, were sustained and approved by the court.

Justice Day gives the court's rulings, and recounted in detail how the *Appam's* crew and passengers were kept in subjection by bombs distributed about the ship, and by threats to blow up the vessel if opposition were offered the German captors. Justice Day said the usual course would have been to take the vessel to a German port.

"Instead, the vessel was brought over 3,000 miles to lay up in neutral port," he said. The principles of international law, he added, would not permit United States ports to be used as places to lay up prizes.

"From the very beginning," he said, "our government has been careful to maintain neutrality."

He recited how the United States refused to adhere to a proposed Hague treaty giving belligerents the right to "lay up" prizes indefinitely. "We always have observed that principle," he said, stating however that the German claimants relied mainly upon the old German treaties.

"We think the views of the treaties taken by the secretary of state are sound," he ruled, laying, the court holds, that the treaty applies only to prizes accompanied by a convoying warship. The jurisdiction of American courts also was upheld because, the court said, the United States courts must have the right to dispose of a prize which violates American neutrality. The decision was unanimous.

Norfolk, V., March 6—The liner *Appam*, which was brought into Hampton Roads a year ago by a German prize crew, is tied up at a dock here, in custody of the United States marshal. Lieutenant Hans Berg, the prize commander, and his crew were removed from the vessel on the marshal's orders on Feb. 3, the day diplomatic relations were severed. They have since been removed to Philadelphia and interned.

At the time the *Appam* was brought into an American port and the British laid claim to the vessel, Lieutenant Berg declared he would take the vessel to sea and blow it up rather than surrender the liner to his country's enemies.

As far as known, no damage was done to the ship, nor had any steps been taken to disable the machinery when the German crew was removed.

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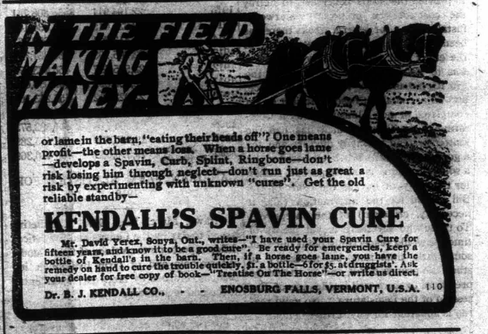

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