

TER LINE ST. ANDREWS Mondays, Wednesdays, Tuesdays, Thursdays, Saturdays, Sundays, etc.

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ULIAN LINE ST. ANDREWS Mondays, Wednesdays, Tuesdays, Thursdays, Saturdays, Sundays, etc.

Standard Time Agent, Calais, Me., Eastport, Me.

OF TIME G. S. S. Company Grand Manan Route

Stand until further notice, Grand Manan, Campobello and Eastport.

Standard Time Agent, Calais, Me., Eastport, Me.

FOR MY OWN MONUMENT

Doctors give physic by way of prevention, Mat, alive and in health, his tombstone took care.

Then take Mat's word for it, the sculptor is paid; The figure is fine, pray believe your own eye;

Yet counting as far as to fifty years, His virtues and vices were as other men's are;

Now in equippage tried, now humbly on foot, Both fortunes he lost, but neither would trust;

And whittled in the round as the wheel turn'd about, He found riches had wings, and knew man was but dust.

And passing through 'g'iv' him a smile or a tear, He cares not—yet, prithce, he amble to his grave.

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As in many cases there seems to be doubt in the minds of certain individuals as to the remuneration received by such men for their services, I am taking the liberty of setting out below a quotation from the "Pay and Allowance Regulation of Canada," governing rates of pay received by all ranks.

This is submitted with a view to making public the rates of pay received by each member of the overseas expeditionary forces, so that intending recruits and others interested might have brought to their notice the rates of pay as they exist at the present time, and in addition with a view of dispelling nasty rumors that are going the rounds as to the private fortunes that are being made by certain members of our recruiting staff.

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—Times and Star, Sept. 12.

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York County— 149th Battalion 2 236th Battalion 3 8th Field Ambulance Train 3

Restigouche County— 9th Siege Battery 1 27th Battalion 1 132nd Battalion 1 171st Battalion 1

Northumberland County— 132nd Battalion 5 Canadian Engineers 2 Queens and Suburban Counties— No. 2 Construction Battalion 1 Home Service Corps 1

Carleton County— 65th battery 1 237th Battalion 1

Charlotte County— 237th Battalion 1 Kings 1 Madawaska 0 Kent 0 Gloucester 0 Victoria 0

Total 59

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Minard's Liniment Relieves Neuralgia.

SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, SEPTEMBER 16, 1916

News in Brief

—Curling, Nfld., Sept. 10.—Heavy damage was done on Newfoundland's west coast yesterday by a deluge of rain. Roadways were washed out, property swept away and bridges wrecked, while telegraph and railway systems were prostrated.

—London, Sept. 8.—King George to-day signed a proclamation requiring British subjects to make returns in regard to property owned by them in claims at war with Great Britain, and also of claims made by them against subjects of governments of hostile countries.

—London, Sept. 8.—The site on the hillside at Cutley, where Lieut. William Leafe Robinson of the Royal Flying Corps brought down a Zeppelin during the German air raid on last Saturday, has been presented to the nation by the late Mrs. Kidston. The gift is made with the understanding that a suitable monument shall be erected by public subscription on the spot where the Zeppelin fell.

—Battle Harbor, Labrador, Sept. 7.—The Grenfell mission schooner George B. Clowse, which went to the relief of the Donald B. MacMillan Arctic expedition in July, 1915, has returned here.

Only Captain H. C. Pickles and the crew are aboard, MacMillan, Dr. E. O. Hovey, who led the relief expedition, and the other scientists of the party, having elected to remain for a time in the north-east part of Greenland.

—New Glasgow, Sept. 7.—The keel has been laid for the 2,000-ton steamship which the Nova Scotia Steel and Coal Company is building at New Glasgow. All the steel for the steamer has been fabricated and the riveters are now fitting the bottom. Whether the steamer will be ready for launching this year is problematical, but she will certainly be afloat and ready for sea by April.

The steamer will be fitted with turbine engines. This will be the first steel steamer to be built in Nova Scotia.

—London, Sept. 8.—The Official Gazette to-day printed an amendment to the order-in-council governing the restrictions imposed upon aliens by which, after October 1, the written sanction and approval of the Board of Trade must be obtained for the admission to the United Kingdom of any alien who works in any of the other capacities mentioned in the order. A rigid application of this order, some officials say, apparently would exclude from the United Kingdom foreign actors, singers, musicians and all others who do not go to work in munitions factories.

—Pretoria, South Africa, Sept. 9.—Gen. Louis Botha, Premier of the South African Union, announced to-day that an arrangement had been made to send 10,000 natives to France for dock labor. The natives will be recruited voluntarily and will be organized into five battalions of 2,000 men each, under military discipline, to be sent to Europe as they are required. The men are to be equipped with medical officers, fully a equipped hospital will be provided for the contingents.

Gen. Botha said the scheme was the result of a request made by the natives to be allowed to assist in Europe as they had done in German West Africa and German East Africa.

—Capetown, Sept. 9.—Details of an attempt to foment another rebellion against the British in South Africa were disclosed at the trial yesterday at Bloemfontein of two nationalists, Van der Merwe and Schalken, on a charge of high treason. The men are alleged to have approached a number of prominent Boers, including Gen. De Wet, to whom they said that large stores of rifles were available and that certain Boer generals were willing to lead a revolution.

Gen. De Wet, who informed the Government of the movement, testified that he warned the men against attempting another uprising. The hearing was adjourned.

—Gen. De Wet, commander-in-chief of the Orange Free State forces in the Boer war, headed a rebellion against the British early in the present war. He was captured, convicted of high treason, and sentenced to six years' imprisonment and a fine of \$10,000, but was released from prison on December 21, 1915.

—Seattle, Wash., Sept. 11.—The steamship Northwest, owned by the Alaska, Alaska, and, with seven members of the Vilhjalmir Stefansson Canadian Arctic Expedition that left Victoria, B. C., in the whaler Karik, June 17, 1913. The men are Dr. Rudolph M. Anderson, Dr. De Motnes, Lt. second to Stefansson in command of the expedition; John J. O'Neill, geologist, of Port Colborne, Ontario; John R. Cox, topographer, Ontario; Diamond Jones, anthropologist, Wellington, N. Z.; Fritz Johansen, naturalist, Copenhagen; George H. Wilkins, photographer, London, and Kenneth G. Chapman, topographer, New York. Anderson and his party will be returned to Ottawa, to report to the Canadian Government on their achievements.

Anderson and his accompanying scientists escaped the misfortunes that were encountered by the branch of the expedition that went from Nome on the Karik, which was wrecked in the Arctic ice while west wind set in. Thirteen members of the Stefansson expedition, including five scientists, perished in the North.

—Saskatoon, Sept. 11.—Sir George Foster, addressing a meeting here and speaking of the war, said: "If more men are needed at the front, I would voluntarily go the length of Great Britain will have to be learned in Canada."

—Sometimes, said Uncle Eben, "a man gets de notion dat he's upliffin' de human race, den he's nary tryin' to boss it around."—Washington Star.

News of the Sea

—Copenhagen, Sept. 14.—Norwegian steamer Lodsen, 1,247 tons gross, has been sunk.

—London, Sept. 12.—The Norwegian steamship Loderhorn, 930 tons gross, and owned in Bergen, has been sunk. The crew was landed.

—London, Sept. 11.—The Spanish steamer Alago, 1,180 tons gross, has been sunk. The crew was saved.

—Rotterdam, Sept. 7.—The small Norwegian steamship Rina has been sunk. The crew was saved.

—The Rilda was of 313 tons gross, 144 feet long and built at Preston in 1883.

—London, Sept. 13.—Lloyd's announces that the Norwegian steamer Kong Ring was sunk Monday. Her crew was saved.

The Kong Ring was a vessel of 1,611 tons. She was owned in Christiania.

—Panama, Sept. 8.—With a crew of one man aboard the forty-foot sailing launch Sir Francis, bound from San Diego, California, for the St. Lawrence River, cleared from Colon to-day for Jamaica and Key West.

—Amsterdam, Sept. 11.—The Norwegian steamer Lindborg, bound from London for Rotterdam, has been sunk by a submarine, according to the Algemeen Handelsblad. The crew of the submarine stripped the steamer of all copper objects before blowing her up. Her crew has been landed.

—London, Sept. 8.—Lloyd's announces the sinking of the Norwegian steamer Hiso. Shipping records give two Norwegian steamers named Hiso. The larger one, and probably the one referred to by Lloyd's, is of 1,562 tons gross, and left the Tyne on August 20 for Oran. She was owned in Arendal.

—Rotterdam, Sept. 7.—The British steamer Torridge of 5,066 tons gross has been sunk. Nineteen members of crew have been landed. No news has been received of the other sailors making up the crew. The Torridge was 392 feet long with a beam of 52 feet. She was built at Sunderland in 1912 and owned by the Tatum Steam Navigation Company of Cardiff.

—London, Sept. 12.—A dispatch to Lloyd's from Genoa says that forty-seventy members of the crew of the Norwegian steamer Elizabeth IV, have been landed at Savona by the Greek steamer Petrisis.

The Elizabeth IV measured 4,182 tons. She was last reported at Colombo on August 11. She was on her way to Marseilles from Shanghai.

—Penance, England, Sept. 12.—The Norwegian steamer Polynesia has been sunk, and her captain and 23 men of her crew have been landed. Four other members of the crew, who left the Polynesia in another boat, are with us.

The Norwegian steamer Polynesia left New York Aug. 25 for London. She was of 4,054 gross tons and was owned in Laurvig.

—London, Sept. 13.—Lloyd's shipping agency announces that the Dutch steamer Spanish steamer Luis Vives is announced by Lloyd's shipping agency. Her crew was saved by the Dutch steamer Urakutan of Amsterdam. Lloyd's also reports the sinking of the Norwegian steamer Furs, of 2,029 gross tons, of Bergen, and the Fradavore, of 1,618 gross tons, of Farsund.

The steamer Luis Vives, of 2,394 gross tons, was owned in Valencia, and sailed from Cardiff on Aug. 26 for Almeria.

The Norwegian steamer Furs arrived at Bougie, Algeria, on Aug. 6 from Newport. The Fradavore was last reported arriving at Newport from Seville, Spain, on Aug. 14.

—London, Sept. 8.—The British steamship Strathclyde and the Ellerman Line steamship Tague have been sunk.

The Strathclyde was saved. It is reported that the British steamship Hazelwood has been sunk.

The Strathclyde sailed from New York on August 22 for Harve. She was of 4,423 tons gross, and was owned in Glasgow. Last year she was engaged in transportation of relief supplies for the Belgians. While at her dock in New York in July 1915 an attempt was made to destroy her, fire bombs being found concealed in the hold.

The Hazelwood was a 3,100-ton vessel, owned in Middleborough, England. The Tague was of 937 tons gross.

—Bangor, Me., Sept. 12.—Late returns indicate that Carl E. Milliken, Republican, has been elected Governor over Oakley C. Curtis, Democrat, by about 13,355 plurality; U. S. Senator Johnson, Democrat, has been defeated by Frederick Hall, Republican, by about 7,000; Bert M. Fernald, Republican, has been elected to the U. S. Senate by a majority of 9,000 over Silla, Democrat. The Republicans make a clean sweep of the State.

—"I'm going to run for office," exclaimed Farmer Cartmossel. "Or if I can't get nominated for Sheriff or something, I'll take the stump for some one who kin."

"What's the trouble?" inquired the neighbour. "I can't get my family nor the hired help to pay attention to anything I say. I want to get out and try my luck with a strange crowd."—Washington Star.

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