

The Beacon

SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, APRIL 22, 1916

NO. 43

TRAVEL

CANADIAN PACIFIC HOMESEEKERS EXCURSIONS

FROM MARITIME PROVINCES TO WESTERN CANADA

TICKETS ON SALE EVERY WEDNESDAY

March 28 to October 25th

WINNIPEG, REGINA, SASKATOON, CALGARY, EDMONTON, ETC.

Tickets good for Two Months from date of issue

For full particulars apply to Agent or write to C. B. KINGSTON, Commercial Agent, Eastport, N. B.

EASTERN STEAMSHIP LINES

ALL THE WAY BY WATER

FRONTIER LINE

Service Temporarily Discontinued

INTERNATIONAL LINE

S. S. CALVIN AUSTIN

Leave St. John Thursday at 9 a. m., Eastport at 2.30 p. m., for Lubec, Portland and Boston. Return, leave Central Wharf Boston, Monday at 9 a. m.

MAINE STEAMSHIP LINE

Between Portland and New York

Steamships "North Star" and "North Star." Reduced Fares, Reduced State-ports. Schedules disturbed. Information upon request.

F. E. CHADWICK, Agent, Calais, Me.
A. H. LEAVITT, Supt., Eastport, N. B.
C. B. KINGSTON, Commercial Agent, Eastport, N. B.

CHANGE OF TIME

Grand Manan S. S. Company

Grand Manan Route—Season 1915-16

After October 1, 1915, and until further notice, a steamer of this line will run as follows:

Leave Grand Manan Mondays at 7.30 a. m. for St. John, via Eastport, Campobello and Wilson's Beach.

Returning, leave Turnbull's Wharf, St. John, Wednesdays at 7.30 a. m. for Grand Manan, via Wilson's Beach, Campobello and Eastport.

Leave Grand Manan Thursdays at 8 a. m. for St. Stephen, via Campobello, Eastport and St. Andrews.

Returning, leave St. Stephen Fridays at 7.30 a. m. for Grand Manan, via St. Andrews, Eastport and Campobello.

Leave Grand Manan Saturdays at 7.30 a. m. for St. Andrews.

Returning same day, leaving St. Andrews at 1 p. m. for Grand Manan, via Campobello and Eastport both ways.

Atlantic Standard Time

L. C. GUPTILL, Manager
Grand Manan

MARITIME STEAMSHIP CO., LTD.

On March 3, and until further notice, the S. S. Connors Bros. will run as follows:

Leave St. John, N. B., Thorne Wharf and Warehouse Co., on Saturday, 7.30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Black Bay or Letite, Deer Island, Red Shore, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Letite or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.

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

Phone 2581; Manager, Lewis Connors, Black's Harbor, N. B.

This Company will not be responsible for any debts contracted after this date without a written order from the Company or Captain of the steamer.

CHAMLOTTE COUNTY REGISTRY OF DEEDS.

ST. ANDREWS, N. B.
George F. Hibbard, Registrar
Minerva F. Hibbard, Deputy Regr.
Office hours 10 a. m. to 4 p. m., Daily. Sundays and Holidays excepted.

SHERIFF'S OFFICE, ST. ANDREWS, N. B.
R. A. STUART, HIGH SHERIFF

Time of Sittings of Courts in the County of Charlotte:
Circuit Court: Tuesday, May 9, 1916, Justice Barry; Tuesday, October 3, 1916, Chief Justice K. B. D., Landry.
County Court: First Tuesday in February and June, and the Fourth Tuesday in October in each year.
Judge Carleton.

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 office 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 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 per four ounces.

"War Stamp" affixed, or a two-cent card can be used. Post cards two cents each, one cent per four ounces. The two-cent card does not require the "War Tax" stamp.

Newspapers and periodicals to any address in Canada, United States and Mexico, one cent per four ounces.

ARRIVES: 12.10 a. m.
CLOSES: 5.10 p. m.

All matter for registration must be posted half an hour previous to the closing of ordinary mail.

Readers who appreciate this paper may give their friends the opportunity of seeing a copy. A specimen number of THE BEACON will be sent to any address, free of charge, on application to the Beacon Press Company, St. Andrews, N. B., Canada.

EARTHLY AMBITION FUTILE

CROMWELL, I charge thee, fling away ambition; By that sin fell the Angels; how can man then, The image of his Maker, hope to win by 't? Love thyself last; cherish those hearts that hate thee; Corruption wins not more than honesty. Still in the right hand carry gentle peace, To silence envious tongues. Be just and fear not: Let all the ends thou aim'st at be thy country's, Thy God's, and truth's; then if thou fall'st, O Cromwell, Thou fall'st a blessed martyr. Serve the King!—And—Fare thee well. There takes an inventory of all I have. To the last penny, 'tis the king's; my robe, And my integrity to heaven, I'll leave. Fare you well, my own. O Cromwell, Cromwell, Had I not served my God with half the zeal I set out with, King! He would not in mine age Have left his naked to mine enemies!

Shakespeare, King Henry VIII, Act III, Sc. 2.

THE JUSTICE AND THE VAGABOND

"I'll go fast enough," said Goodeve, seeming to snarl the Atlantic.

"We might do more than just go to Brazil and back," pursued his host, whose face had grown very red. "If I once left England, I shouldn't be content to see only one country. I should like to travel for a year or more—perhaps for two or three years."

"His voice quivered and his eyes flashed. Goodeve watched him with a smile of sympathy.

"Will you travel with me, Harry, as far as I can, as long as I like?"

"Of course I will! When can you be ready to start?"

"Yes, but whether there is a ship or not, I shall leave home on Saturday morning, and join you where you like. Stay with me one more day. I shall be busy, but I want to have you near. On Friday you shall go, and on Saturday we meet again in Liverpool, or Southampton, or wherever you appoint."

They sat talking till late in the night, and, among other things, it was arranged that Goodeve should next day change his mode of clothing for a garb more suitable to Mr. Rutland's guest. He was in no way troubled by a sense of obligation. Thirty years of adventurous life had taught him to regard things with simplicity and directness; if a wealthy man chose to relieve the needs of a poor man, why should the friend make any difficulty? Goodeve was a blunt, plain-spoken, honest fellow, quite incapable of scheming for his own advantage. The fine points of his character were not the poor rich man's stuff in the days gone by. Rough living, laboring, and the companionship of his inferiors had not debased him; what he lacked in refinement of manner was abundantly compensated by his sincerity, good nature, and freshness of mind. Mr. Rutland's circumstances appeared to him in a humorous light; he suspected that the poor fellow lived under a false tyranny, and that Goodeve sought a state of things which he would not enjoy if he had just leaving his old comrade from this sorry fix, and the joke was all the better if, as he suspected, Rutland meant to escape from bondage during his wife's absence.

That indeed, was his Worsah's project. Knowing the uselessness of an attempt to resolve the firmness which he held it, seemed to him a manifestation of destiny; for, like all contemplative and irascible men, he had a vein of philosophic superstition. He knew that his purpose must be put into effect at once; Goodeve's arrival in the absence of Mrs. Rutland was a coincidence which, the more he thought of it made him the more eager to depart. His wife and daughters were to return on Saturday evening. He would have a more noisy party than he had just left home with a friend, and might be away for a day or two. Later, but before she had had time to grow uneasy, Mrs. Rutland would receive the full explanation.

There was no serious obstacle whatever in the way of his proposed flight. He could easily commit to his solicitors the care of all such matters as Mrs. Rutland would be unable to deal with. His departure need not make the smallest change in the life of his family. The mother and daughters would pursue their course as methodically, as respectably, as ever. In pecuniary affairs Mrs. Rutland had always held an independent position; she was better fitted to manage everything of the sort than her husband. It would cost him no severe pang to be long away from his children, for they belonged to their mother rather than to him: the one who had loved him best was dead. Yes; by Saturday morning he would have ordered everything in his control as to feel entirely free. A boyish rapture in the thought of what was before him made him regard of the wonder, the measure, the gossip he was leaving behind, as a thing about the hour of sunrise he was overcome with exhaustion—not a feeling of wholesome weariness, not a desire for sleep; but an oppressive faintness, like that which troubled him yesterday morning. He expatiated in a naturally enough, as the result of unthought excitement. A drop of brandy seemed to do him good, and he lay down; but no sleep came to him.

Through the day he pursued his business, though languidly; the weather was again very warm, and it seemed to overpower him.

"I shall soon pick up on the sea," he remarked to Goodeve at luncheon, after confessing that he had been "quite the thing" lately. "It's just what I need. I have lived sluggishly—forgone all custom of exercise, as Hamlet says. If I went on like this, I should smoulder out at fifty or so."

"As likely as not," asserted the other gently.

Again they passed a long evening to-

PLAN TO VISIT

SAINT ANDREWS

ON BARGAIN DAY

Individual Bargain Ads., numbering 30, will appear in the next issue of THE BEACON, and contain bargains without end. Grasp this opportunity to save.

SAINT ANDREWS, N. B.

Recruiting in New Brunswick

The official report of the result of recruiting in the Province of New Brunswick for overseas service, for the week ending April 15, is as follows:

York County—	23
58th Howitzer Battery	13
140th Battalion	1
104th Battalion	1
132nd Battalion	1
A. S. C.	1
St. John County—	39
165th Battalion	1
115th Battalion	18
40 Battalion	3
224th Forestry Battalion	5
58th Howitzer Battery	4
65th Battalion	4
A. S. C.	2
Westmorland County—	34
155th Battalion	1
145th, Moncton	1
145th, Sackville	8
145th, Dorchester	2
Carleton County—	25
65th Battalion	11
58th Howitzer Battery	1
104th Battalion	4
115th Battalion	1
140th Battalion	1
Gloucester County—	19
165th Battalion	10
132nd Battalion	6
Madawaska County—	16
A. S. C.	1
168th Battalion	14
Kings County—	15
A. S. C.	3
104th Battalion	12
Restigouche County—	15
Campbellton	4
Charlotte County—	4
58th Howitzer Battery	1
65th Battalion	1
115th Battalion	1
Queens and Sunbury	8
Northumberland County—	8
132nd Battalion	11
65th Battalion	2
Victoria County—	13
140th Battalion	4
115th Battalion	1
Albert County	3
Kent County	4
Total	208

L. P. D. TILLEY, Capt.,
Chief Recruiting Officer for N. B.

Minard's Liniment for sale everywhere.

News in Brief

—Among the items in the Civil Service Estimates, Great Britain, under the heading Nova Scotia, is a grant of £32 to the widow of a missionary of the S. F. G., who was in the service in June, 1834.

—Trooper Douglas Cooper, of the County of London Yeomanry, while running after his cap, which had been blown off by the wind, knocked against a post and received fatal injuries at Putney.

—Panama, April 16.—The Panama City was to be opened to traffic yesterday with the passage of sixteen ships, seven northbound and nine southbound. The channel through the cut was in excellent condition and the passage of the vessels was without incident.

—At Hendon, England, Petty Sessions, four boys were ordered to be birched for stealing from the range of the Hendon and Cleckwold Rifle Club at the Welsh Harp two rifles and 1,000 rounds of ammunition. With the rifles they fired at hares and birds, and Detective-sergeant Ford said that one hare was dead and another wounded. He thought the boys' conduct was due to cinema, and that he had tried to imitate what they had seen in pictures.

—Wilmington, Del., April 18.—Ernest Schiller, alias Hudson, the German who recently held up the British steamer *Malpelo*, was arranged in United States district court here to-day on the charge of piracy, and in reply to the usual question whether he pleaded guilty or not guilty, said with a smile, "Yes."

The judge accepted this answer as a plea of guilty, and ordered Schiller remanded for sentence. No date was set for imposing sentence.

—San Francisco, April 18.—Sir Douglas Mawson, Antarctic explorer, reached here yesterday from Australia on his way to London, where he will assume duties in the British War Office.

It will be impossible to reach Sir Ernest Shackleton, supposed to be marooned on the Antarctic continent, until next January, Sir Douglas says. While in London he intends to urge upon the British Admiralty the necessity of an expedition to rescue the ten men of the Shackleton party left with scanty provisions on the north side of the South Polar continent, when their ship *Endurance* was caught in the ice and carried away. They had landed there intending to await the arrival with the *Aurora* of Sir Ernest Shackleton, who disembarked on the south side of the continent.

—London, April 17.—Baron d'Estourelles de Coppenhagen, the Danish ambassador in France, with the other Franco-British Inter-Parliamentary Committee, who have been visiting England for the last week, gave to the Associated Press the following impressions of his visit:

"My conclusion is that Great Britain is great indeed, and that Prussian militarism is sure to be punished as it deserves. Victory for us is a question of time only. Our ship *Endurance* was not to be deprived of their liberties. They will enjoy their peace, not a German truck."

My only criticism is that England has still to hasten in the fabrication of shells. She has made great progress, but she has to make more shells. It is here that we want to see more ammunition, more ammunition, more ammunition! The English people are fine and good and brave, but they get up too late. The French people are at work every morning at least one or two hours earlier than the English people."

News of the Sea

—Stockholm, April 15.—The German steamer *Hesperia*, laden with briquettes, was sunk last night by a mine near Handham, south of Stockholm. The crew was saved.

—London, April 13.—The Dutch steamer *Columbia*, from Baltimore March 23 for Amsterdam, put in at Grave-nd to-day, having been damaged by striking a mine in the English Channel yesterday.

—London, April 17.—The British steamship *Coronia* has been sunk by a torpedo. The crew was saved.

The *Coronia* was a vessel of 2,065 tons net. She sailed from Seattle, November 2, for the United Kingdom.

—Berlin, April 14.—A statement issued by the German admiralty, under date of April 13, says that in March, 80 trading vessels, belonging to hostile countries, with an aggregate tonnage of 207,000, were sunk by German submarines or by mines.

—Copenhagen, April 16.—The Danish steamer *Kaasen*, bound from Liverpool for Copenhagen, was captured to-day in the Kattegat by a large German submarine, according to the newspaper *Politiken*. The submarine placed a prize crew on board the vessel.

—Ymuiden, Netherlands, April 17.—The Danish schooner *Proven*, while bound from Setubal, Portugal, to Gothenburg, Sweden, was sunk by a German submarine. The crew has been landed here. Before being picked up the sailors were adrift in an open boat for 56 hours.

—London, April 15.—The British steamship *Shenandoah* has been sunk by a mine in Liverpool Bay. The captain and two men of the crew have been landed. The *Shenandoah*, of 3,886 gross tons, was built at Glasgow in 1893, and owned by the Furness Withy Company, of West Hartlepool. She sailed from St. John, N. B., on March 28, for London.

Barcelona, April 13.—The steamer *Malorca* has arrived here from Majorca. On the voyage she picked up the crew of the British steamer *Orloch Head*, which had been torpedoed.

The *Orloch Head* was last reported as having sailed from the Clyde, March 19, for Genoa. She was a steamer of 1,945 tons, and was built in 1913.

—London, April 13.—The Danish steamer *Dorthea* struck a mine Monday and foundered immediately, says a Lloyd's Amsterdam dispatch. The crew was saved and landed at Ymuiden. The captain was wounded.

The only vessel named *Dorthea* mentioned in the maritime registers is the bark *Dorthea*, of 215 tons. She was last reported at Larochelle, Oct. 19.

—London, April 15.—The weekly returns of vessels sunk by mines or torpedoes show an increasing number. During the week ended Thursday, according to the shipping journal *Fair Play*, thirty-three vessels, with a gross tonnage of 85,045, were reported sunk by submarines and mines.

This in addition to the 2,201,823 tons of shipping previously reported in that journal as having been sunk.

—London, April 16.—Lloyd's announces that the Norwegian steamship *Pneustaff*, of Christiansand, was sunk to-day. She was going from Newcastle to Boulogne. The crew was saved.

The British steamer *Fairport* is reported to have been sunk. She was unarmed.

The *Pneustaff* is not mentioned in maritime records. The *Fairport*, 3,838 tons gross, was built in 1906, and owned in Newcastle. She sailed from Rio Janeiro on March 10, for an unannounced port.

—Barcelona, April 13.—The Russian sailing vessel *Imperator* was torpedoed by an Austrian submarine in the Mediterranean. Nine of the crew, some of whom are wounded, have been landed here by a Dutch steamer.

The *Imperator*, of 391 gross tons, left Gullfport, Miss., on Feb. 23 for Maracaibo, Valencia, Spain, April 13.—The British steamer *Lady Plymouth* has arrived here, having the Russian barkentine *Imperator*, and towing on board 24 members of the crew of the British steamer *Angus*, which was torpedoed. The fate of the remainder of the crew is not known.

—London, April 13.—The British steamer *Angus* is reported by Lloyd's to have been torpedoed on Tuesday. She was unarmed.

There are two British steamers *Angus*. The larger, which probably is the one reported to be last reported on her arrival at Suez on March 17, on a voyage from Calcutta to Bilbao. Her gross tonnage was 3,619. She was built in 1904, and owned in Dundee.

—London, April 13.—The British bark *Lloyd's* has been sunk by a submarine, according to a report received by Lloyd's. Twelve members of the crew were picked up.

The *Imperator* was a vessel of 1,827 tons, and was built in 1904. Her home port was Aberdeen. The bark sailed from Portland, Oregon, Dec. 7 for Havre, or Bordeaux, and was last reported as leaving St. Michael's, Azores, March 31.

—Queenstown, April 14.—Capt. Charles and eleven men of the British steamer *Imperator* were landed to-day and reported that their vessel had been sunk by a submarine on Tuesday afternoon. One of the members of the crew, who was rescued, is an American, Wm. Loss, and another boat from the *Imperator* containing eleven men is missing.

Miscellaneous: Veterinarians, 21 of officers; Advance party, lumbermen's battalion, 2 officers and 15 men; details, 2 officers, one nurse and four men. Grand total—5,785.

FIRESIDE BEAUTY

In the home ideal, however modest or elaborate, beauty and comfort are found side by side, especially at the hearthstone, the wonted gathering-place of the family circle, where the beautiful

WOOD MANTEL

of Correct Design, Exquisite Grain and Delicately Refined Finish brings just the needed touch of homelike coziness, the most popular effects, which we show in ample variety, being Oak, Mahogany, and Colonial White.

MAY WE OFFER YOU SOME SUGGESTIONS?

W. H. THORNE & CO., LTD.

Market Square and King Street, St. John, N. B.

KENNEDY'S HOTEL

ST. ANDREWS, N. B.
A. KENNEDY & SON, PROPRIETORS
Beautifully Situated on Water Front. Near Trains and Steamboats.
All Rooms Steam Heated and supplied with Hot and Cold Running Water.
RATES—\$2.00 to \$2.50 per day. Special rates by the week.

THE ROYAL HOTEL

ST. JOHN, N. B.
THE RAYMOND & DOHERTY CO., LTD.
200 Rooms, 75 with Private Bath, Elevator and All Modern Conveniences. Rate, American Plan, \$3.50 a Day. Room and Private Bath \$1.00 Extra.
H. A. DOHERTY & T. K. RAYMOND, MANAGERS

Famous Tooke Brand Shirts Collars and Ties

For the SPRING TRADE, and would gladly have you call in if wanting anything in this line

Our Stock of Suitings IN ALL THE LATEST SHADES

is also open for your inspection. Let us help you with that NEW SPRING SUIT

STINSON & HANSON

HANSON BLOCK ST. ANDREWS, N. B.

As the Spring draws near we are thinking of replenishing, and what better than to replenish the China Closet.

What is nicer than a nicely set table with pretty Dishes. Come to our store and we can suit you, no matter at what price. We have every sort and kind, from the set at moderate price to the most expensive. We can sell you a whole set or a part, just as you wish, for we have 19 open stock patterns to select from.

You will save money by coming to our Store, for our goods are the VERY BEST QUALITY as well as at the RIGHT PRICE

R. D. ROSS & CO.

ST. STEPHEN, N. B. NEAR POST OFFICE

WAR OR PEACE

It is the TRAINED man who leads. This is the business of training young men and women to fill responsible, good paying positions. Prepare yourself for one of these by taking a course at the

FREDERICK BUSINESS COLLEGE

W. J. OSBORNE, Principal
Frederick, N. B.
Booklet describing our courses of study sent on application

"Under No Circumstances"

Put off ordering your Lumber until next week if you know TODAY what you require. The reason is that the tendency of Lumber prices is UPWARD.

Below is a partial list of some of the shipments we are now daily expecting:

- 1 car B. C. Cedar Siding.
- 1 car Spruce Clapboards.
- 1 car B. C. Fir Sheathing.
- 1 car B. C. Fir Flooring.
- 2 cars Arkansas Pine, to be converted into Ceiling, Stairwork, etc.
- 1 car White Ash, for boat building purposes.
- 3 cars Pine Boards.
- 1 car B. C. Fir Gutter, (enough to cover in this car to reach from St. Stephen to the head of Oak Bay).
- 1 cargo Spruce Lumber from Nova Scotia.

This is SOME of the lumber we have on the way for the prospective customer. Please enquire for our prices before you order elsewhere.

HALEY & SON

ST. STEPHEN, N. B.

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York County—	23
58th Howitzer Battery	13
140th Battalion	1
104th Battalion	1
132nd Battalion	1
A. S. C.	1
St. John County—	39
165th Battalion	1
115th Battalion	18
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224th Forestry Battalion	5
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65th Battalion	4
A. S. C.	2
Westmorland County—	34
155th Battalion	1
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145th, Sackville	8
145th, Dorchester	2
Carleton County—	25
65th Battalion	11
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104th Battalion	4
115th Battalion	1
140th Battalion	1
Gloucester County—	19
165th Battalion	10
132nd Battalion	6
Madawaska County—	16
A. S. C.	1
168th Battalion	14
Kings County—	15
A. S. C.	3
104th Battalion	12
Restigouche County—	15
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