

The Beacon

VOL. XXVIII

SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, MAY 26, 1917

NO. 48

TRAVEL

Manan S. S. Company

S. S. "Grand Manan" is under annual repairs service will be by auxiliary schooner as follows: leaving May 7th, "Harvey" and "Leaves Grand Manan Mondays, Wednesdays and Fridays, 7:30 a. m. with for St. Andrews via Campbell and returning leave St. Andrews arrival noon train on Tuesdays, Thursdays and Saturdays for Grand Manan via Eastport and Campbell. Friday freight schooner "Snow" leaves Grand Manan Mondays for St. John direct, leaving freight schooner "Manan" on Wednesdays 7 a. m. for Grand Manan via Wilson's Beach and Campbell Standard Time.

SCOTT D. GUPTELL, Manager.

TIME STEAMSHIP CO., LTD.

For further notice the S. S. "Connaught" will run as follows: Leave Saint John, N. B., Thorne Wharf and Warehouse, on Saturday, 7:30 daylight time, for St. Andrews, N. B., at Dipper Harbor, Harbor, Harbor, Harbor, Back Bay or Lettie, Return to St. John, N. B., Tuesday for St. John, N. B., calling at Lettie or Back Bay, Black Harbor, Heaver Harbor and Harbor. Weather and tide permitting—Thorne Wharf and Warehouse, Ltd., Thorne, 2581, Mr. Lewis.

CHURCH SERVICES

EVANGELICAL CHURCH—Rev. W. M. Macfarlane, B. Sc., Pastor. Services every Sunday, 11 a. m. and 7 p. m. Sunday school, 2:30 p. m. Prayer services Friday evening at 7 p. m.

PROTESTANT CHURCH—Rev. R. W. Weddall, A. B., Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday school 12:00 p. m. Prayer service, Friday evening at 7 p. m.

ANDREW CHURCH—Rev. F. A. Pathe, D. D., Pastor. Services Sunday at 8:00 a. m., 10:30 a. m. and 7:30 p. m.

S. S. CHURCH—Rev. Geo. I. Smith, B. A., Rector. Services Holy Communion Sundays 8:00 a. m. and 11 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Meetings—Prayer and Sermon on Sundays at 7:00 p. m. Fridays, Evening Prayer Service 7:30.

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PRO PATRIA MORI

WHEN he who adores thee has left but the name
Of his fault and his sorrows behind,
O! say wilt thou weep when they darken the fame
Of a life that for thee was resigned?
Yes, when, and howe'er thy foes may condemn,
Thy tears shall efface their decree;
For, Heaven can witness, though guilty to them,
I have been but too faithful to thee.
With thee were the dreams of my earliest love,
Every thought of my reason was thine;
In my little humble prayer to the Spirit above,
Thy name had been mingled with mine;
O! bless the lovers and friends who shall live
The days of thy glory to see;
But the next dearest blessing that Heaven can give
Is the pride of this dying for thee.

THOMAS MOORE.
(Born May 28, 1779; died February 25, 1832.)

THE BARQUE "PERTUISSE"

IN the year 1863—a memorable year for the British merchant sailor, as you may know by looking at the date of that voluminous Act of Parliament which concerns us—I had command of a clipper ship, named the *Desdemona*. We were bound for Calcutta with a general cargo, and the incident I am about to relate happened in the Indian Ocean. We had accommodation for six passengers, but only shipped two, one being an old yellow-faced partner, the biggest grumbler you ever stepped on board a vessel, a surly, long-faced swab with gaunt cheekbones standing up under his eyes, and the eyes themselves sunk so deep that they were wonderful he was able to see anything with them. He had found a cheap berth in our ship, cheap, that is, in comparison with the cost of a passage to India in those days of one of the regular liners. Yet he expected as much as if ours had been a Company's ship, full of cooks, and bakers, and stewards, and aswarm with live stock. The other passenger was a young man named Simmons, a pleasant fellow, full of amusing stories, willing to lend a hand anywhere, and to make up for what of whatever happened. Mr. Simmons had been at sea for a short time, and then knocked off, and tried his hand at something ashore, which failing, he succeeded in obtaining some post out of India—that it was I cannot remember after all these years, nor does it matter. An uncle of his had commanded a fine Indiaman, and had been lost in her. He also told me that a brother of his was chief mate of a vessel named the *Pertuisse*, a little barque, he said she was, hailing from some Scotch port, and at that time making the passage to Rangoon, as he believed, she having left the Clyde two weeks or so before the *Desdemona* started. Thus, to an extent his sympathies were with the sea, and this helped me and my officers, I have no doubt, to find him the jolly good fellow we thought him.

There was no fault to be found with my little vessel. I had had charge of ships before, but this was my first experience of the *Desdemona*. She had more than a sailor of a later day than mine would dream of associating with the word clipper, yet the stability that her breadth between bulwarks gave her, furnished her with heels that a slimmer ship could only have rivalled under certain conditions of weather. I have been carrying a mainmast and single-reefed topsail. We had the old-fashioned channels, but though she was pretty deep, 'twas rare for the old *Desdemona* to drag them. With her painted ports, black and somewhat heavy top and short royal mast heads, she had the look of one of the old-fashioned corvettes, and I remember two vessels in one "dipping" to us under some confused impression, I suppose, that we were a man-of-war, though I don't know, I am sure, in what part of us aloft they could have searched for the cowhatch. The crew seemed a tidy body of men, of them Europeans, and most of them Englishmen. They did their work with the average smartness you can get out of merchant seamen who have never been taught to skip. And so, sir, we were on our way to the Indian Ocean, and arrived at that part of it where the extraordinary circumstance I am about to relate to you happened.

There had been a fresh breeze blowing all night, but it failed before daybreak, and when the sun rose there was scarcely enough of it to keep the light sails full. It was a brilliant, splendid morning, the sun coming up into a cloudless sky, and the sea drew to the ship out from the southward in a soft heaving, with nothing but flashing glory over the starboard cathead, and the horizon running out of it into the westwards in a circle that I like crystal against the blue there. The watch were washing down when I came on deck. There was a fellow going aloft forward on some job the mate had set him to. I took a look around, but saw nothing. Presently the man who was up in the foremast came overboard, or high over the deck and reported a white object in sight two or three points on the lee bow. I crossed the deck to have a look, and seeing nothing, fetched the glass and levelled it in the direction the man had indicated. Nothing appearing in the lens, I handed the telescope to the mate and asked him to mount a few ratlines and see if he could make out what the object was. I watched him working his way up and pointing the glass as he went to half the height of the lower shrouds, when he suddenly stopped, and, after taking a prolonged squint, he called to me that the object was a ship's boat apparently, but whether with occupants or not he could tell. I told the man at the wheel to keep the ship away, and Mr. Simmons then coming on deck, I joined him in a walk, and this went on till breakfast time, at which hour the boat, if it was a boat, was sheer on the horizon, just visible from the deck. The man who had sighted her must have had wonderful eyes, but no doubt it was the

A FINE RECORD

The firm of W. H. Thorne & Co. is this year observing its fiftieth anniversary in business. The business was founded by W. H. Thorne, now Senator Thorne, in May, 1867, a store being opened at the corner of Dock street and Market square on the site now occupied by the Bank of British North America. This was carried on until 1875, when the late Richard C. Scott, formerly residing in Shediac, conducting a large lumber business there, entered into partnership with the firm of W. H. Thorne & Co. was formed. Later the wholesale business these were separated, and a new building erected in Canterbury street, on the site now occupied by the S. Hayward Co., in which the wholesale business was conducted. In 1877 the great fire in St. John took place and both stores with their contents were totally destroyed. A temporary structure was built in Market street, however, and inside of ten days business was resumed. Meantime the new building in Prince William street, was built and in about eighteen months the new premises were occupied, which have continued as the main building since that time. To mark the fiftieth anniversary the firm has issued a well illustrated and highly attractive booklet giving the history of W. H. Thorne & Co., Ltd. and containing photographs of Senator Thorne, the present directors, A. T. Thorne, George McDonald, T. C. Lee, John F. Tilton and G. H. Harrison, and of other employees; and also a sketch by Senator Thorne called "Reminiscences of Senator Thorne in the hardware and metal business." In this sketch Senator Thorne tells about the fire and refers to many men who have been active in the hardware business in St. John. Referring to the fire he says: "When the fire occurred, I, with other persons, was enjoying a holiday salmon fishing on the Bonaventure river in Quebec. Telegrams sent to our camp advised us of a great fire, but I could get little information as to its extent, and the loss I had sustained. The telegraph offices were burned and out of business. We immediately decided to break camp and return to St. John. When we reached the mouth of the Bonaventure we chartered a fishing smack in order to cross the Bay of Chaleur and catch an intercolonial train for home. After spending a rough night in the Bay, we reached New Mills on the New Brunswick side and caught a freight train for Moncton. At Moncton, we first obtained a definite account of the destruction in the city. The first issue of the "Daily Telegraph" gave us this information. No printing establishment remained in St. John, and the first issue of the "Daily Telegraph" was printed and appeared in Moncton.

"I reached home two days after the fire and immediately prepared to again commence business. The first two or three days were spent in writing and calling for immediate shipments of stock and arranging for the temporary construction of a building on Market square. We successfully carried on business there for upwards of a year, and then moved to our new building, built especially for us on Prince William street, where we have remained ever since."—*St. John Telegraph*, May 19.

RECRUITING IN NEW BRUNSWICK

The official report of the result of recruiting in the Province of New Brunswick for the first year of the war, and overseas service, for the week ending May 19, is as follows:

Forestry Company	26
St. John County	2
Canadian Engineers	2
Div. Signalling Corps	2
9th Siege Battery	2
Forestry Company	4
62nd C. D. F.	2
Machine Gun Draft	2
8th Field Am. Depot	2
Carleton County	11
Forestry Company	11
9th Siege Battery	11
Brigades, Frederick	12
Byrd's Jack Memorial Scholarship	1
Forestry Company	1
Div. Signalling Corps	1
Restigouche County	8
Forestry Company	7
Field Artillery Draft	1
Gloucester County	7
Forestry Company	7
Westmorland County	2
C. A. S. C.	2
Forestry Company	2
Field Artillery Draft	2
Victoria County	4
Forestry Company	2
Charlottetown County	2
62nd C. D. F.	1
Albert County	1
Queens & Sunbury	1
Northumberland County	1
Madawaska County	1
Kent County	1
Total for week	88

POST GRADUATE

After Mrs. Hostetter's advertisement, "Wanted—Good, intelligent, vegetarian girl who can cook," had been the daily for four days, a tall girl of medium stature, with pink eyes, a red nose, and a yellow jacket presented herself. "Any bane good intelligence and vegetarian girl, but you can't cook," she announced. "No, indeed," said Mrs. Hostetter, "I'll teach you to cook." "And for ninety days and ninety nights Mrs. Hostetter delivered up, until she had in and out and sideways of Russian rollovers, Belgian biscuits, Peruvian pancakes, Cornish hams, California croutons, French flinders, Swedish swabs, and a thousand other culinary mysteries that represented a lifetime's devotion to the kitchen range. At the end of three months and four days Mrs. Hostetter had a letter from the girl, who had been a post-graduate at the end of three months and four days she opened a cooking school of her own, and Mrs. Hostetter put another ad in the paper.—*Detroit Free Press*.

Minard's Liniment Cures Colds, Etc.

News of the Week

—Victoria, B. C., May 21.—Premier Brewster on Saturday evening received a cable from Sir Richard McBride announcing, owing to ill health, Sir Richard was forced to resign as agent-general for British Columbia in London.

The resignation caused a good deal of surprise in this city, though it has a well-known fact that during the last two months Sir Richard has been able to attend to his office only at irregular intervals. There are no particulars here as to his illness, but the impression exists that his sickness is so serious that it makes it impossible for him to continue in office. Sir Richard was appointed to London early in 1916.

—London, May 18.—Commander Edward R. G. Evans, who was second in command of the Scott Antarctic expedition, and was in charge of the British destroyer *Broke* when she, with another destroyer, defeated six German destroyers off Dover on the night of April 20, has been assigned to advisory duty with the American destroyer squadron in British waters. He went aboard the senior officer's vessel as soon as the destroyers arrived, and will keep in close touch with him, giving that officer practical advice on all matters concerning strategy, technique and the latest methods of submarine warfare. The appointment of Commander Evans was received with the greatest enthusiasm by the American forces.

—London, May 18.—Sir Alfred Keogh, surgeon-general of the British army, announced to-day that the first of six fully organized and equipped hospital units which the British Government has sent to France, arrived in England yesterday. The units comprise about 3,000 persons, including twenty army medical officers, sixty nurses and more than 200 attendants.

The unit will be the first officially sanctioned by the United States to carry the American flag to the battlefields of France since the United States entered the war. After a brief stay in England where it will take charge of a base hospital behind the British front.

The hospital will have accommodations for 500 patients and be fully equipped by the British hospital service.

—Washington, May 18.—Honorable German diplomat, relationship with Germany, according to information received here from the United States minister at Tegucigalpa.

—London, May 17.—The Rajah of Sarawak, Sir Charles Brooke, died to-day at Cirencester. He was 88 years old.

Sarawak is a British protectorate in British waters, the *Sun* says: "There is a coincidence that will please our British ally in the fact that Rear Admiral Sims is a native of Canada. Moreover, considering the late loss of the submarine patrol, it should be of good omen that the Admiral was born at Fort Hope."

—New York, May 18.—In an editorial article eulogistic of Rear Admiral Sims, the *Washington Post* says: "There is a coincidence that will please our British ally in the fact that Rear Admiral Sims is a native of Canada. Moreover, considering the late loss of the submarine patrol, it should be of good omen that the Admiral was born at Fort Hope."

—London, May 18.—An action for £20,000 brought by Charles Trant against Major Waldorf Astor, M. P., was dismissed. The action was brought under an act of George II providing that a member of Parliament who accepts payment for Government contracts must vacate his seat. The amount sought was represented to be penalties for executing contracts to insert advertisements in Government departments in the *Sunday Observer*, which Astor is proprietor. The court held that the agency which supplied the advertisements was not a sub-contractor for the Government.

—Edmonton, May 18.—Matus Kehl, a Russian, father of four children, was hanged at Fort Saskatchewan jail this morning for the murder on December 15, 1916, of N. W. Lay, an Asryan pedlar. Kehl came to Alberta from Oklahoma.

—Ottawa, May 21.—It is probable that the conscription bill will be introduced in the Commons on Friday next, and until that time is expected there will be any announcement of the exact date of the measure in respect to classification and age limits.

The new registration will differ from that of the National Service scheme in that penalties will be attached to make it really compulsory. The National Service registration, while incomplete, indicated that there are about 150,000 young men in the country, most single without dependents, and not engaged in vital work.

—London, May 21.—The British steamship *Higland Corrie* was torpedoed without warning on May 16.

Mirard's Liniment Cures Diphtheria.

'News of the Sea'

—London, May 17.—A German torpedo boat sank last night north of Schiermonnik-Oog Island, in the North Sea, off the Dutch coast, says a Central News dispatch from Amsterdam to-day. The craft either struck a mine or was torpedoed.

—New York, May 17.—The British steamer *Harpagus* has been torpedoed, according to a cablegram received here to-day by the agents, J. W. Elwell & Company. The *Harpagus*, of 5,866 tons gross, left New York on April 21 for Marseilles, France, with a crew of about forty men. The message received here gave no details of the sinking.

—New York, May 17.—The American steamer *Hilston* has been torpedoed and sunk off Genoa, Italy, with a loss of four members of the crew, according to a cablegram received here by the owners.

—Madrid, May 18.—An extraordinary meeting of the cabinet was called yesterday evening immediately after receipt of news of the sinking of the Spanish steamer *Patricio* of 3,500 tons. The accounts stated that the crew was saved, but that one sailor was seriously wounded. The government authorities were extremely shocked at the result of their two hours deliberation of the case, but it is supposed that the cabinet decided on another note of the most energetic character to Germany.

—San Francisco, May 18.—More than 130 men are missing and may have perished following the wrecking of the three-masted ship *Standard*, of the Libby, McNeill and Libby Cannery, Bristol Bay, Alaska, according to a message received to-day by the United States naval radio station at Goat Island. The men are admitted in life boats. Only 29 men had been picked up when last dispatches were received.

The unit will be the first officially sanctioned by the United States to carry the American flag to the battlefields of France since the United States entered the war. After a brief stay in England where it will take charge of a base hospital behind the British front.

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MISS IDA GARDNER

W. H. THORNE & CO., Limited, 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

It's Your Duty to See The New Spring Styles, And Our Pleasure to Show Them to You.

OUR SPRING LINE OF CORRECT CLOTHES

Is brim full of New, Crisp Styles, Elaborate in Range of Pattern and Make-Up, in Styles as Varied as the Tastes of Men.

They are such Attractive Patterns and Styles that they are surely going to Sell Fast, so you better come and see them now.

We Are Showing the Newest Hats, Shoes and Furnishings.

Don't Forget to Get Your Profit-Saving Coupon With Every Dollar You Buy.

STINSON & HANSON

Ladies' and Gents' Tailoring. Gents' Furnishings.

Ready-to-Wear Clothing. Boots and Shoes.

ST. ANDREWS, N. B.

The June Weddings Will Be On and You Will Want a Dainty Bit of China

We have everything suitable in China, Glass and plated ware.

We also have a new lot of those beautiful Trays that are pretty and reasonable in price. We have them from 65c. to \$3.00. All sizes and styles.

When in need of anything in our line give us a call.

R. D. ROSS & CO.

ST. STEPHEN, N.B.

TRY "THE OVERLAND"

PAYNE'S THE NEW TEN CENT CIGAR FOR FIVE CENTS

TASTEFUL SATISFYING

KING COLE

You'll Like the Flavor

Desires a crew of eighty-six carried forty passengers, including several women. The torpedo struck the vessel amidships, carried away most of the port lifeboats, and severely damaged the upper works and bridge. The vessel immediately listed heavily to port, making the launching of the starboard lifeboats very difficult, and one of them capsized in the process.

British patrol vessels proceeded immediately to the spot and rescued the passengers and crew, the operations luckily being assisted by the fine weather prevailing.

Casualties—Saloon passengers Surgeon Russell, R. N., and Norman Lanson, who embarked at Buenos Aires; one passenger named Thomas and five of the crew were killed by the explosion. Arthur Culligan was saved. All the passengers' gear was lost, and also the mails and cargo.