TRAVEL

STERN STEAMSHIP LINES

ALL-THE-WAY-BY-WATER.

FALL EXCURSIONS—LOW FARES

RETURN LIMIT 30 DAYS

OSTON FROM TO PORTLAND
.50 EASTPORT $6.00
.40 CALAIS 6.90
.25 ST. ANDREWS 6.75

FRONTIER LINE

ves Calais Monday, Wednesday and y at 8.00 a.m.; St. Andrews 10.00 for Eastport and intermediate land- Return leave Eastport Tuesday, day and Saturday at 7.30 a.m.; St. ws 8.45 a.m., for Calais and inter- te landings.

INTERNATIONAL LINE

CALVIN AUSTIN AND NORTH STAR ve St. John Mondays, Wednesdays ridays at 9 a.m., Eastport at 2.30 for Lubec, Portland and Boston. n, leave Central Wharf, Boston, ays, Wednesdays and Fridays at 9 for Portland, Eastport, Lubec and hn.

MAINE STEAMSHIP LINE

etween Portland and New York. duced Fares and Stateroom Prices.

m Portland and New York. Pas- r service Tues. and Sat. one week; , alternate week. Freight service Thurs., and Sat. Leave Franklin Portland, 6 p. m. Leave New 5 p. m.

METROPOLITAN LINE

ct between Boston and New York 13½ Hours

Route via Cape Cod Canal

EXPRESS STEEL STEAMSHIPS
SSACHUSETTS AND BUNKER HILL
ve North Side India Wharf, Boston, Days and Sundays at 6 p. m. Same e returning from Pier 18, North Foot of Murray St., New York

Eastern Standard Time

E. CHADWICK, Agent, Calais, Me.
H. LEAVITT, Supt., Eastport, Me.

STERN STEAMSHIP LINES

Fall Excursions

FRONTIER LINE

Low Fares

ST. ANDREWS TO

Portland and Boston

und Trip Fares Sept. 11 to Oct. 13
Return Limit 30 days

Portland $6.75
Boston $7.25

nd Manan S. S. Company

er Oct. 1 and until further notice Grand Manan leaves Grand Manan ays 7.30 a.m., for St. John, return- eaves St. John Wednesdays 7.30 a.m., ways via Campobello, Eastport and n's Beach.

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

ve Grand Manan Saturdays 7.30 round trip St. Andrews, return ning n., both ways via Campobello and ort.

antic Standard Time.

SCOTT D. GUPTILL, Mgr.

ITIME STEAMSHIP CO., LTD.

March 3, and until further notice. S. S. Connors Bros., will run as ws:

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

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

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

CHURCH SERVICES

BYTERIAN CHURCH—Revd. W. M. ser, B. Sc., Pastor. Services every day, 11 a.m. and 7 p.m. Sunday ool, 2.30 p.m. Prayer services Fri evening at 7.30.

ODIST CHURCH—Revd. R. W. Weddall A., Pastor. Services on Sunday at 11 and 7 p.m. Sunday School 12.00 Prayer service, Friday evening at 0.

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

SAINTS CHURCH—Revd. Geo. H. ott, B. A., Rector. Services Holy mmunion Sundays 8.00 a.m. 1st day at 11 a.m. Morning Prayer Sermon on Sundays 11 a.m. nings—Prayer and Sermon on Sun- e at 7.00 p.m. Fridays, Evening yer Service 7.30.

ST CHURCH—Rev. William Amos, tor. Services on Sunday at 11 a.m. 7 p.m., Sunday School after the ning service. Prayer Service, Wed- day evening at 7.30. Service at side every Sunday afternoon at 3 ck except the last Sunday in the th when it is held at 7 in the ning.

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

R. A. STUART, HIGH SHERIFF

e of Sittings of Courts in the County arlotte:—

UIT COURT: Tuesday, May 9, Justice Barry; Tuesday, October Chief Justice K. B. D., Landry.
NTY COURT: First Tuesday in Feb- and June, and the Fourth Tuesday ober in each year.
e Carleton.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, OCTOBER 21, 1916 — NO. 17

TRAFALGAR DAY

SEA, that art ours as we are thine, whose name
Is one with England's even as light with flame,
Dost thou as we, thy chosen of all men, know
This day of days when death gave life to fame?

Dost thou not kindle above and thrill below
With rapturous record, with memorial glow,
Remembering this thy festal day of fight,
And all the joy it gave, and all the woe?

Never since day broke flowerlike forth of night
Broke such a dawn of battle. Death in sight
Made of the man whose life was like the sun
A man more godlike than the lord of light.

There is none like him, and there shall be none.
When England bears again as great a son,
He can but follow where Nelson led.
There is not and there cannot be but one.

As earth has but one England, crown and head
Of all her glories till the sun be dead,
Supreme in peace and war, supreme in song,
Supreme in freedom, since her rede was read,

Since first the soul that gave her speech grew strong
To help the right and heal the wild world's wrong,
So she hath but one royal Nelson, born
To reign on time above the years that throng.

The music of his name puts fear to scorn,
And thrills our twilight through with sense of morn:
As England was, how should not England be?
No tempest yet has left her banner torn.

No year has yet put out the day when he
Who lived and died to keep our kingship free
Wherever seas by warring winds are worn
Died, and was one with England and the sea.

A. C. SWINBURNE (1837-1909)

THE EXODUS OF THE LOYALISTS FROM PENOBSCOT AND THE LOYALIST SETTLEMENTS AT PASSAMAQUODDY

(Continued)

It remained to be seen whether this outpost of loyalism would survive the undercurrents of diplomacy during the negotiations for peace, as it had weathered the storms of war. If so, it might still become the capital of a real province of New Ireland, and by the favor of the authorities secure a population of some thousands out of hand from among the swarms of loyalists that had been gathering for years at New York. In the conferences of the peace commissioners, England contended that the frontier of Massachusetts extended no farther than Penobscot Bay: she gave it out that she wanted the territory to the eastward "for masts." But John Adams, who was a member of the board of treaty commissioners, was a Massachusetts man, and was thoroughly conversant with conditions at Penobscot. He pertinently remarked to Count Vergennes while the contention was in progress, that "it was not masts, but Tories, that again made the difficulty," and that "Some of them claimed lands in that territory, and others hoped for grants there," not forgetting to add that "the grant of Nova Scotia by James I to Sir William Alexander, bounded it on the St. Croix." Adams was no less positive when face to face with the English commissioner, Mr. Oswald, and told him plainly that he "must lend all his thoughts to convince and persuade his court to give up" the disputed region, else "the whole negotiations would be broken off." The unyielding character of the man from Massachusetts was confirmed by Lord Shelburne, who was constrained to report to the House of Lords that he "had but the alternative either to accept the terms proposed or to continue the war." Mr. Secretary Knox, in the bitterness of his personal disappointment over the final collapse of his budding province, gratified his own animosities by alleging that Penobscot would never have been evacuated at all had it not been for the jealousy of Wedderburn and the ignorance of Shelburne.

The provisional articles of peace were agreed to at the end of November, 1782. It was not until the middle of the following June that Carleton wrote to Governor Parr of Nova Scotia that two ships had been sent to Penobscot to remove such persons as should choose to go to his province. Three weeks later, it was reported that some people of Machias, Maine, had "moved to Passamaquoddy. . . . and possessed themselves of lands between the river St. Croix and the River Scoodie (Scoodic)." About the middle of August, Parr wrote to Brigadier General Fox at Halifax concerning the rumored encroachments east of the St. Croix, encroachments made, he said, under pretense that the lands between that river and the Scoodic belonged to Massachusetts. He informed General Fox that the invaded lands were "intended chiefly for the immediate settlement of part of the Provincial disbanded troops and one hundred and fifty refugee families from Penobscot," and therefore suggested that an armed detachment be sent there to protect the boundary. Thus, before the definitive treaty of peace was signed (September 3, 1783), a new boundary dispute had emerged, in which the luckless Penobscot loyalists were involved as before. This, their agents discovered when they arrived at Passamaquoddy, at the close of August, for they were there greeted by a letter from the authorities at Boston, warning them not to form a settlement in the disputed region. The agents communicated this news to Parr, with the further information that the transports intended to convey their people to Passamaquoddy had already arrived at Penobscot, news suggesting that the loyalists would soon be at their destination and take possession.

Meantime, Robert Morse, the chief engineer, had received instructions to proceed to Passamaquoddy and report on the situation there. He soon learned of the alleged encroachments, and wrote to Carleton, August 15, 1783, of the difficulties that might arise about the boundary river, explaining that the name St. Croix had been indiscriminately applied to the three rivers which empty into Passamaquoddy Bay, and that while the westernmost had been the old boundary between Maine and Nova Scotia, the middle and by far most important one was meant for the new boundary, thus opening the way for dispute. Early in September, Morse reached Passamaquoddy, in time, as he explained to Carleton, "to point out to the surveyors employed in laying out different towns, and the lands adjoining, such spots as appeared . . . proper to be reserved for the uses of Government, and future protection of the country." He was detained there eight days before he was able to sail for St. John's River. On November 1, he again wrote the Commander-in-Chief at New York to say that the town laid out for the people from Penobscot was "on St. Andrew's Point . . . their lands extending up the east side of the *River Scodiac.*" This position he conceived to be "totally out of dispute," and though it was contested, as we shall see later, the country to the east of the Scoodiac was adjudged to be part of Nova Scotia and the settlers remained in possession. Morse was equally correct in asserting that the stream called the St. Croix by the Massachusetts people, and alleged by them to be the true boundary was in fact the "Majiggadewey" (Magaguadavic), which he declared to be "quite out of the question." Hence he urged that an early explanation should be required of the authorities of Massachusetts, "lest the unfortunate people from Penobscot should be again disturbed, or before any military force is sent there." He added that a British man-of-war was already under orders to proceed to Passamaquoddy.

At Penobscot the loyalists had formed an association with Captain Jeremiah Pote, Robert Pagan, and a third member, whose name is unknown, as agents to complete arrangements for the removal to Passamaquoddy. Many of the associators had already gone (about October 1) to the location chosen for their new settlement to erect houses, and had evidently been there about three weeks when Colonel John Allan, the agent of the Massachusetts authorities, arrived on the scene, only to find the surveyors exploring the rivers and preparing to lay out townships, while a number of settlers were already in possession of St. Andrew's Point. He remonstrated with the surveyors, and, discovering one of them, Zebedee Terry of Freetown, to be a proscribed refugee, "cautioned him from appearing on any lands of the United States in future, as he certainly would be made a prisoner," and at the same time directed the Indians "not to suffer any British subjects to pass on the river Passamaquoddy on such business until further orders." In obedience to their instructions, the Indians soon after took captive the loyalist, Captain (John) Jones of Kennebec, whom they found marking trees on the river. Jones was placed on parole, but had no compunctions about making his escape at the earliest opportunity.

Allan was further disturbed by the arrival on October 3 of two large transports and several smaller vessels bringing forty families from Bagaduce. The ships were warned not to land their passengers, but nevertheless did so a few days later. On the 17th of October, Allan visited the refugees and pointed out to them what he considered to be their precarious situation at St. Andrews. In reply, they disclaimed any intention of encroaching upon American soil, reminding him that they had been landed where they were by the King's transports, and praying that they might not be molested until spring, as they were poor and the season was already far advanced. The deputy surveyor of Nova Scotia, Charles Morris, Jr., was on the ground, and when called upon after a few days' interval by Allan, explained courteously that he was merely following out positive instructions in laying out the lands for the new settlers, and freely showed the charts in his possession, namely, those of Holland and DesBarres, in which, as Allan remarked, "the westerly branch of Passamaquoddy called Cobscook is set down as the River St. Croix." Soon more families disembarked, and Allan notes that vessels were daily arriving with supplies, that a number of houses were already built, as well as a large store for government provisions, and that valuable timber was being constantly cut and shipped. His letter went on to say—on good authority, as he asserted—that the British intended to claim all the timber lands on Passamaquoddy Bay as part of Nova Scotia, and that a company of wealthy persons under the management of one Pagan, formerly of Casco Bay, and others, was ready to go into the lumber business, having sufficient influence with the government to obtain settlers enough, including disbanded soldiers, to keep possession of the Passamaquoddy region. To prevent this, Allan advocated immediate steps "to remove those settlers from St. Andrews."

However, the new settlement appears to have entertained greater fear of the Indians than of the Americans during the first winter, for Captain (Samuel) Osborn thought it necessary to patrol the Bay in the frigate *Ariadne* throughout that season to ward off the redmen. By January, 1784, there were sixty or more houses at St. Andrews, and, in February, Governor Parr established a court there for the District of Passamaquoddy. In March, a part of the Penobscot garrison, the 74th or Argyle Highlanders, arrived at St. Andrews; while others, it is said, landed at L'Etang (St. George's Town) to await, like the loyalists, the location of their lands. The main body of the Highland regiment had sailed for England more than two months before. By the first days of May, there were ninety houses in St. Andrews, and a letter of that time, still extant, reports "great preparations making in every quarter of the town for more." The letter continues: "Numbers of inhabitants are daily arriving, and a great many others are hourly looked for from different quarters." The writer, William Pagan, had already explored part of the land laid out for the Associated Loyalists from Penobscot, namely, the region round Oak Point Bay and up the Scoodic River. He found it to be of good soil and abounding "with large quantities of hard wood, [and] all kinds of pine timber of a large growth" conveniently located for transportation by water. He remarked that two sawmills had already been erected on the Scoodic, and that he had seen good sites for others. He was convinced that Passamaquoddy Bay could supply the British West Indies with "every species of lumber that could be shipped from any part of New England, except oak staves." What was actually being accomplished in the shipment of lumber by the people of St. Andrews appears in a communication of somewhat later date (May 26), signed by Robert Pagan and others, in which it is stated that a number of cargoes had already been sent to the West Indies and to various parts of Nova Scotia. By the end of December, St. Andrews had expanded to a village of between two hundred and three hundred houses, and other settlements were making rapid headway. General Rufus Putman, who visited Passamaquoddy at the time mentioned, reported that "a town at present called Schoodick, near the head of navigation has one hundred houses; besides which there is a township at the head of Oak Bay, granted to a company of associates at the head of which there is a Mr. Norwood from Cape Ann; another township west of this is surveyed for a company from Connecticut, and these companies obtain the same supplies of provisions as the refugees do.

The plan of St, Andrews, which was completed perhaps early in 1784, provided for six parallel streets rnnning from northwest to southeast and thirteen streets cutting them at right angles, thus forming sixty square blocks, besides twelve blocks on the southwest side of the town more or less indented by the irregularities of St. Andrews Harbor. Each block was divided into eight lots. On August 12, this town plot was granted to "William Gammon and 429 others," several of the grantees receiving more than one lot. Some of the earliest houses erected in the town had been set up originally at Penobscot, only to be taken down for removal at the evacuation. Among these are the St. Andrews Coffee House still standing at the foot of William Street, the store and the home once owned by Robert Pagan, and houses built by Robert Garnett and Captain Jeremiah Pote. The first two-story building to be erected in St. Andrews was owned and occupied by John Dunn, who brought the frame and materials from New York in 1784, the year in which the other structures were also set up. Many of the refugee families were loth to leave behind their coats of arms and their treasures in mahogany and silver. These cherished possessions still remain in some old homes at St. Andrews, and doubtless at other places on Passamaquoddy Bay. By 1788, if we may credit the statements in an old manuscript, the population of St. Andrews and vicinity had increased to more than three thousand, while the town itself now numbered about six hundred houses. At this time, and for some years afterwards, the place rivaled St John, New Brunswick, in commercial importance.

(Continued next week)

⁂ The historical memoir, of which the above is the third instalment, was written by Prof. W. H. Siebert, of the Ohio State University, and is reprinted from the Collections of the New Brunswick Hist orical Society, No. 9, 1914. The remainder will appear in subsequent issues of the BEACON.

BRITISH COLUMBIA WINS

There is joy among suffragist throughout the United States over the news that British Columbia has given votes to women.

This is the fourth Canadian province to take such action within the year, Manitoba, Alberta and Saskatchewan had already enfranchised their women; and now British Columbia also has fallen into line. These four large provinces have come marching along one after another like a procession of elephants, with British Columbia, biggest of all, bringing up the rear. No doubt the victory will be celebrated, as it deserves to be, by the friends of equal rights all over the United States. It is one more sign of the times. In the words of Mrs. Carrie Chapman Catt, "The woman's hour has struck."

A. S. B.—in *Woman's Journal.*

Minard's Liniment Relieves Neuralgia

MEMORIAL WILL BE ERECTED FOR U. N. B. HEROES

A fitting memorial is to be erected in honor of the graduates and undergraduates of the University of New Brunswick who give up their lives fighting for the principles of freedom and righteousness in the present world-wide war.

Such a project is now being considered by the student body of the U. N. B., it being felt that some recognition must be made for the sons of that institution who make the supreme sacrifice on the battlefields in France and Flanders. A committee of the student body is being selected to start the organization work in connexion with the scheme. This committee will arrange for contributions from the students who are now attending the University of New Brunswick and will, it is said, present the proposition of a memorial to the Senate, Alumni and Alumnae Societies.

It is not expected, of course, to have funds for the proposed memorial collected for two or three years. All the graduates of U. N. B. will be asked to contribute, and the various societies in connexion with the college will also be called upon for donations. Just what form of memorial will be decided upon is not known at present but it is said by some that should the fund be large enough the erection of a Memorial Hall might be considered.—*Gleaner,* Fredericton, Oct. 14.

SOLDIERS' LETTERS

The following letter from Pte. Roy Eldridge, of Beaver Harbor, now of the 115th Battalion, has been received by his wife, who was born in Glasgow and lived there until a few years ago:—

Glasgow,
Scotland.

Dear Mary,

This is the last day of my visit. I leave Glasgow at 10 a.m. I have seen some wonderful sights since I came. I arrived here last Sunday morning and was given a very warm welcome by Mr. and Mrs. Fulton. After dinner we went out to see the city. We first went to Rouken Glen Park, which was just splendid! The flower gardens were just magnificent, and I never saw anything so beautiful. We went from Rouken Glen right across the city till we came to Port Dundas where I saw the Canal; we then went home for supper. After supper we went to Queen's Park and the Langside Monument, and from there to the Shawlands Presbyterian Church. After Church we went to Mrs. McCullock's. She was very glad to see me. Her husband is in England with the Royal Engineers. We got a lunch and a cup of tea, also had some music; then we went home. That ended the first day.

On Monday morning we decided to go to Edinburgh. We started at 10 a.m., travelling by the Caledonian Railway. We arrived at 12, and doing down Prince's Street we went to see the University of Edinburgh. I just looked at the outside, our time being limited. We went from there to St. Giles' Church; from there to Edinburgh Castle. The view from the Castle was just marvellous. I could see the whole city, also the bridge across the Firth of Forth, which is the greatest in the world. I saw the room where Mary Queen of Scots gave birth to James VI; also Margaret's Chapel, and a room with all the old armor, spears, and other antiques. We were also in the room where the Duke of Argyle took his last sleep before he was executed. We left the Castle and had our dinner; then we went down the Cannongate where we saw all the famous closes, also the house of John Knox, the famous reformer. We went to Holyrood Palace, from there to the Scottish Museum, from there to the Infirmary and a place called the Grassmarket, famous in old times. Then we went to Waverly Depôt and got the train home. On our way back we saw Linlithgow Castle where Mary Queen of Scots was born. We got home at 7.30 and went to Mrs. Fergus's where we spent a very pleasant evening.

Tuesday we went on a trip to Largs; we left St. Enoch's station at 10 a.m., and on our way we passed through Paisley. We arrived in Largs about noontime. After dinner Mr. Fulton and I wth some friends went to the Bowling Green and played a game; our side won. After the game we went out in a row boat on the Firth of Clyde. We left Largs at 9 a.m. arriving home at 10.30.

Wednesday I wrote cards and letters in the morning and in the afternoon James and I went to the University of Glasgow. We went into the Museum, where I saw some wonderful things; and then we went up on the terrace and saw the statue of Lord Roberts, which was unveiled on Monday.

On Thursday morning Sadie and I left Glasgow on the boat *Isle of Cumbrae* for Dunoon. It was a wonderful sail, this sail down the Clyde, "the man-made river." I saw all the big ship-building yards. They were wonderful; I also saw Dumbarton Castle where Mary Queen of Scots was imprisoned. We arrived at Dunoon at 12.45; while there I bought some souvenirs which I am sending on to you. We left at 4, taking the boat for Greenock, where we entrained for Glasgow, we arrived at 5, and walked up Eglinton Street, through Queen's Park into the Camphill Museum and from there home. I left my parcels and we went to Mrs. Fergus's. After tea John Fergus and I went to the Cinema house. We went home at 11. Mr. and Mrs. Stevens were there with their son, Willie, who is going to France shortly to fight.

I saw the highest mountain on the Isle of Arran, which is about 1,500 ft. high; I also saw the bonnie hills away to the north of the Clyde. I have also seen the place where James Watt, the inventor of the steam locomotive engine, was born; also the monument of Henry Bell, the financier of the first steamboat; and the place where Robert Bruce died. Just the ruins of the old castle are to be seen in the middle of a park at Cardross. I saw the sites of two battles, one at Langside where a civil battle was fought between the Catholics and the Protestants; and the other at Largs where the Vikings fought the Scots. There are large monuments on both sites.

I think I have described my visit fairly well. I enjoyed my trip to Glasgow very much, and will always have pleasant memories of it.

ROY.

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 Oct. 14, is as follows:

St. John Co.—	
9th Siege Battery	2
236th Battalion	7
239th Battalion	3
Canadian Engineers	1
8th Field Am. Train	22
No. 2 Construction Corps	8
Home service	1
	—44
Charlotte Co.—	
236th Battalion	6
65th Field Battery	1
	— 7
Restigouche Co.—	
236th Battalion	5
8th Royal Rifles	1
	— 6
Westmorland Co.—	
165th Battalion	2
65th Field Battery	2
	— 4
Kings Co.—	
236th Battalion	1
132nd Battalion	2
	— 3
Northumberland Co.—	
235th Battalion	1
Home service	2
	— 3
York Co.—	
9th Siege Battery	2
8th Field Am. Train	1
	— 3
Albert Co.—	
Canadian Engineers	2
Carleton Co.—	
236th Battalion	2
Victoria Co.—	
Home service	1
Queen's and Sunbury Cos.—	
Home service	1
Kent Co.—	
165th Battalion	1
Madawaska Co.,	0
Gloucester Co.,	0
Total	77

WHAT *YOU* CAN DO FOR THE RETURNED SOLDIERS

BY A. R. DOBLE, PRESIDENT OF THE KHAKI LEAGUE, MONTREAL

The Military Hospitals Commission and many official and private organizations are spending much time and energy in behalf of the returned soldiers, but every Canadian citizen should and can take an interest in the national heroes.

Many have neither time nor opportunity to join an organization for that purpose, but much is to be done by individual and independent effort, intelligently directed. Here are a few suggestions which may help you to do your part.

GIVE THEM A WELCOME

When you see in the papers that any of the boys are returning to your neighbourhood, get together with a few of your neighbours and give them a hearty reception.

Don't treat them to alcoholic refreshments. Many of the men are not in normal state, owing to what they have been through. While, under ordinary circumstances, a drink might do them no harm, under present conditions it might be a very bad thing for them. You will not wish to do an injury to those who have endured so much for you.

EMPLOYMENT

Find out what jobs are vacant in your community. Make it a matter of pride for employers to give the first chance to a returned soldier.

Encourage the men to get back to work. Loafing is bad for them, as it is for any of us.

If your are an employer, give the returned soldiers a fair show. It may take a little time for them to get their bearings. Have patience with them, and encourage them,—they have suffered so much for you.

ADVICE

Be in a position to advise the returned soldier where to go in case of need. If you see one in any difficulty, try to help him out, or go with him where he can get proper attention. Help the men who have helped you.

Information and assistance can be obtained from the Military Hospitals Commission of the Dominion Government, 22 Vittoria Street, Ottawa. The New Brunswick Provincial Organization is known as the Returned Soldiers' Aid Committee The head office being at 49 Canterbury Street, St. John.

In conclusion, *Take a Personal Interest* in the returned soldiers. They don't need treating, nor coddling, nor charity, but they need human sympathy and kindness, as well as justice.

Canada owes her soldiers a debt which money can never pay. Will you *Do Your Bit* towards paying it as above suggested?

ALL FOR SUFFRAGE

The granting of equal suffrage in British Columbia calls attention afresh to the giant strides that the equal rights movement has been making of late in Canada. There is something delightful in the heartiness with which the men of the great Pacific Northwest are responding to the plea of their mothers and wives. In Manitoba, Alberta and Saskatchewan suffrage was extended to women by act of Parliament; and in the three Parliaments there was but one dissenting vote. In British Columbia it was done by a referendum to the voters; and the press reports say that suffrage has carried in every district. The election returns recall the story of the lover who was so eager to know his fate that he telegraphed his offer of marriage to his sweetheart, and prepaid a reply telegram of ten words. His suspense was intense, but short. In a few minutes he received his answer:

"Yes, gladly, joyfully, delightedly, gratefully, lovingly. Yes, yes, yes."

A. S. B.—in *Woman's Journal.*

When Congress isn't in session there are said to be only 1,500 insane persons in the District of Columbia.—*Buffalo Express.*

Minard's Liniment for sale everywhere.

News in Brief

——Mexico City, Oct. 14.—General Emilio Orozzco, of the Zapata forces, who has caused much trouble in the State of of Mexico, was captured in nearby hills yesterday with twelve of his men. They were summarily shot.

——Washington, Oct. 16.—Conclusion of a convention for a two cent letter rate between the United States and New Zealand was announced to-day by the post office department. New Zealand is approximately 7,000 miles from the eastern coast of the United States.

——Ottawa, Ont., Oct. 15.—It is officially announced, through the chief press censor's office, that the following troops have arrived safely in England: 151st and 175th Alberta Battalions; 152nd Saskatchewan Battalion; 179th Highlanders, Winnipeg; 183rd Winnipeg Battalion; drafts for field and heavy artillery, cavalry, infantry (Royal Canadian Regiment), Army Service Corps and C. A. D. C.

——Washington, Oct. 12.—The United States consul at St. Thomas reported today on the hurricane which swept the Danish West Indies on Monday and Tuesday as follows:

"Disaster generally serious. Estimated loss $2,000,000. Two thirds of the population need food and clothing, one-third shelter. Relief required, $50,000 of which should include building material, food, clothing and money."

——London, Oct. 13.—By contracts signed to-day, Canadian fisheries from the Maritime Provinces to the Pacific Coast, including the Great Lakks, will supply the British army with a million and a half pounds of frozen and tinned fish. As soon as the Canadian fish companies can get together and guarantee the supply, the Imperial authorities are willing to take five million pounds' worth, half a million dollars weekly.

Major Hughes Green has concluded successful negotiations with the British army purchasing committee.

——London, Oct. 12.—Former King Otto of Bavaria, who has been insane for many years, has died suddenly, according to a Copenhagen dispatch to the Exchange Telegraph Company, quoting a Berlin official announcement. The mad King died at Fürstenried Castle, near Munich, where he has been confined since 1873.

King Otto was born on April 27, 1848, and succeeded his brother, Ludwig II, in 1886. Ludwig II was also insane and drowned himself in Starnberg Lake. King Otto was deposed on November 5, 1913, and was succeeded by the present monarch Ludwig III, formerly regent.

CANADIAN NEWS

——Ottawa, Oct. 13—The Atlantic Fisheries Advisory Board is gathered in Ottawa to decide questions relating to the eastern fisheries. Those gathered here are: Capt. Smith, Lunenburg, representing the Deep Sea Fleet; C. H. B. Longworth, Charlottetown, representing the P. E. I. fisheries; Cal. A. King, Halifax, representing cured-fish merchants; H. B. Short, Digby, representing fish merchants; John Jackson, St. John, representing weir interests; A. Z. Arsenault, Magdalen Islands.

——Quebec, Oct. 14—The judgement given Tuesday by chief Justice Lemieux dismissing the writs of *habeas corpus* taken to obtain the discharge from military service of minors claimed to have been enrolled without the consent of their parents, was to-day confirmed by an identical decision of Justice Cannon in three similar cases against Lt.-Colonels Barre and Price, and General Wilson.

In these cases, as well as in the eight previously brought before Justice Lemieux, the writs were dismissed by Judge Cannon, who declared that he concurred entirely in the decision given by the Chief Justice, that during the war and for the purpose of serving their King and country, minors may join the military services without the consent of their parents.

——Chatham, N. B., Oct. 13—When the steamship *Langford* sailed from this port, nearly two weeks ago, three sailors attempted to escape from the ship when she was off the rockheads, about three miles below town. One was captured again, and it was thought that the other two had escaped. Yesterday a body floated ashore, and at the coroner's examination was identified as one of the sailors of the above ship. To-day at noon the body of the other came ashore just below the Dominion Pulp Company's wharf. Last Saturday a sailor attempted to swim ashore from the barkentine as she was sailing out, but was apparently seized with a cramp and went down. A row boat was within fifty yards of him when he went down. This man was a Dane and the body has not been recovered as yet.

GREAT FOREST FIRES OF HISTORY

It will interest readers of the *Journal* to know that the Northern Ontario forest fires of 1916 rank as the third greatest disaster in the history of the American continent.

The worst fire of all occurred in October, 1871, in Wisconsin, and was known as the "Peshtigo" disaster, when 1,500 lives were lost and 1,280,000 acres burned over.

In point of lives lost, the Hinckley fire in Minnesota in September, 1894, ranks second, with 418 deaths and 160,000 acres devastated.

The Northern Ontario fire of 1916, including the 12 lives lost near Haileybury in the second conflagration in August, account for probably 260 deaths, about 800,000 acres were burned.

In the famous Miramichi disaster of 1825, 3,000,000 acres of New Brunswick and Maine were cleaned out and 160 lives lost.

The Porcupine disaser in Northern Ontario in 1911 accounted for a loss of about 84 people.—*Canadian Forestry Journal,* September.

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News of the Sea

——London, October 12—A Reuter dispatch from Christiania announces the sinking of the Norwegian steamer *Birk,* of 715 tons. The crew was saved.

——London, Oct. 14—The sinking of the British steamer *Gardepee* is announced by Lloyd's. Twelve members of the crew have been landed and thirteen are missing.

The British steamer *Gardepee,* of 1663 gross tons, was last reported as having sailed from Fraserburgh, Scotland, on August 22 for Archangel. She was built in Sunderland in 1882 and was owned in Cardiff.

——Berlin, Oct. 14—The small French cruiser *Rigel,* built as a submarine destroyer, was sunk in the Mediterranean on October 2 by two torpedoes fired by a German submarine, it is officially announced.

It is added that the French auxiliary cruiser *Gallia,* sunk on October 4, was destroyed by one torpedo and foundered in fifteen minutes, about 1,000 of the French and Serbian troops on board being drowned.

——Boston, Mass., Oct. 16—The seven members of the crew of the schooner *Peter C. Schultz,* which was abandoned at sea in a sinking condition a week ago, arrived here so-day on the steamer *Governor Cobb* from Yarmouth, Nova Scotia. The sailors were picked up off their vessel when she was on the point of foundering by the Gloucester fishing schooner *Patriot.* Capt. H. H. Lawson was injured in jumping from the wreck to the rescuing boat.

The *Schultz* left Elizabethport, N. J., September 27, for Halifax laden with coal. On October 9. in a northeasterly gale the sails were torn to pieces and the mountainous seas that raked the decks smashed the boats and left the men without means of escape. They had been clinging to the decks for eleven hours when rescued.

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"Did you mail that letter to my sister in Portland?" "Yes, m'dear." She says she didn't get it." "Well you know how it is in war times, m'love. Somebody must have siezed the mails."—*Louisville Courier-Journal.*