TRAVEL

Manan S. S. Company

S. "Grand Manan" is under- annual repairs service will be auxiliary schooners as follows: cing May 7th, "Harvey and aves Grand Manan Mondays, s and Fridays, 7.30 a. m. with St. Andrews via Campobello and returning leave St. Andrews al noon train on Tuesdays, and Saturdays for Grand Eastport and Campobello. y freight schooner "Snowleaves Grand Manan Mondays St. John direct, loading freight bello and Grand Manan; leaves Wednesday 7 a. m. for Grand a Wilson's Beach and Campo-

Standard Time.

SCOTT D. GUPTILL, Manager.

ME STEAMSHIP CO., LTD.

urther notice the S. S. "Connors ill run as follows: Leave Saint B., Thorne Wharf and Ware- Company, Ltd., on Saturday, 7.30 flight time, for St. Andrews, N. B., Dipper Harbor, Beaver Harbor, Harbor, Back Bay or Letite, Deer ed Store or St. George. Return- St. Andrews, N. B., Tuesday for N. B., calling at Letite or Back k's Harbor, Beaver Harbor and Harbor. Weather and tide per-

—Thorne Wharf and Warehous- Ltd., 'Phone, 2581. Mgr., Lewis

ompany will not be responsible debts contracted after this date a written order from the company in of the steamer.

CHURCH SERVICES

TERIAN CHURCH—Revd. W. M. r, B. Sc., Pastor. Services every y, 11 a. m. and 7 p. m. Sunday l, 2.30 p. m. Prayer services Fr vening at 7.30.

IST CHURCH—Revd. R. W. Weddal Pastor. Services on Sunday at 11 and 7 p. m. Sunday School 12.00 Prayer service, Friday evening at

NDREW CHURCH—Revd. Father ain, D. D. Pastor. Services Sun t 8.00 a. m., 10.30 a. m. and 7.3

AINTS CHURCH—Revd. Geo. I t, B. A., Rector. Services Holy munion Sundays 8.00 a m. 1st ay at 11 a. m. Morning Prayer Sermon on Sundays 11 a. m ings—Prayer and Sermon on Sun at 7.00 p. m. Fridays, Evening er Service 7.30.

T CHURCH—Rev. William Amos, or. Services on Sunday at 11 a. m. 7 p.m., Sunday School after the ning service. Prayer Service, Wed- ay 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.

ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

ce Hours from 8 a.m to 8 p.m.

ney Orders and Savings Bank Busi- transacted during open hours.

ters within the Dominion and to the d States and Mexico, Great Britain and all parts of the British Empire. ts per ounce or fraction thereof. In ion to the postage necessary, each letter must have affixed a one-cent Tax" stamp. To other countries, 5 for the first ounce, and 3 cents for additional ounce. Letters to which cent rate applies do *not* require the Tax" stamp.

t Cards one cent each to any address anada, United States and Mexico ent post cards must have a one-cent Stamp" affixed, or a two-cent card e used. Post cards two cents each ther countries. The two-cent cards f require the "War Tax" stamp.

wspapers and periodicals, to any ad in Canada, United States and co, one cent per four ounces.

IVES: 12.20 p. m. CLOSES: 5.05 p. m.

Matter for Registration must be Posted half an revious to the Closing of Ordinary Mail.

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

R. A. STUART, HIGH SHERIFF

me of Sittings of Courts in the County harlotte:-

RCUIT COURT: Tuesday, May 8, Chief Justice K. B. D. McKeown; sday, October 2, 1917, Justice Chand-

OUNTY COURT: First Tuesday in Feb- y and June, and the Fourth Tuesday ctober in each year. dge Carleton.

HARLOTTE COUNTY REGISTRY OF DEEDS.

ST. ANDREWS, N. B.

George F. Hibbard, Registrar

ffice hours 10 a. m. to 4 p. m., Daily Sundays and Holidays excepted.

Advertise in the Beacon

H. O'NEILL

UP-TO-DATE MARKET

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

ST. ANDREWS, N. B.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, MAY 12, 1917 — NO. 46

TO THE UNITED STATES OF AMERICA

BROTHERS in blood!
They who this wrong began
To wreck our commonwealth will rue the day
When first they challenged freemen to the fray,
And with the Briton dared the American.
Now are we pledged to win the rights of man;
Labor and justice now shall have their way,
And in a league of peace—God grant we may—
Transform the earth, not patch up the old plan.
Sure is our hope, since he who led your nation
Spake for mankind, and ye arose in awe
Of that high call to work the world's salvation;
Clearing your minds of all estranging blindness,
In the vision of beauty and the spirit's law,
Freedom and honor and sweet loving kindness.

DR. ROBERT BRIDGES, Poet Laureate.

M'KECHNIE v. SCARAMANGA

"MAN, an awfu'-like thing yon law o' general average. Dod aye, I mind since being the matter . . . hundred pound oot by it."

He paused, and spat reflectively into what he, having traded in his youth to Portland Maine, St. John, and Halifax, knew as a cuspidor. His whole appearance showed him at first sight a man who for the most part of his life had sailed out of Aberdeen or Peterhead.

His iron-grey hair was thin upon his head, and made a halo round his brick-dust face, on which the sun, the storm, and whisky of full fifty years had done their worst. His beard was stiff and bristly, and grew high upon his cheek, and underneath the chin, looked like the back of a wild boar or porcupine. His upper lip was shaved and blue, his teeth stained yellow with tobacco juice. Thick tufts of bristles overhung his eyes and sprang from out his ears, and his enormous hands, once muscular and hard with hauling upon ropes, although immense, were soft and flabby, though still freckled by the sun which tanned them in his youth. Upon his middle finger was tattoed a ring, round his wrist a bracelet which he tried hard to hide by pulling down his cuff. Not that he was ashamed of it, or ever for an instant posed for anything but what he was, but, as he would explain, "Mistress M'Kechnie thocht it didna' look genteel. A woman's clavers, aye ou aye; but then, ye see, Mistress M'K. raises a wild-like turley-wurley whiles, aboot a feck o' things that dinna matter, for I say when a man has got the siller that is the principal." And certainly he had the siller, for from a mere tin-kettle of a tramp, bought upon credit and in which the saying was if you should drop a marlin-spike it would go through her plates, he had attained to the possession of a fleet which peopled every sea.

But though good luck, which he referred to as the "act of Providence," had thus befriended him and seated him in his own private room in the great office, which he once likened to a liner's cabin, the highest praise in his vocabulary, he yet remained at heart the self-same pawky, pious, superstitious, and hard-fisted sailor man that he was when he first sailed in a whaler to the Arctic seas from Peterhead. His friends and his contemporaries knew him as Andrew Granite, whether because of his resemblance to the stone, his character, or simply from his birthplace, or from all combined, no one was sure. But from the Clyde to Timor-Laut, whenever any of his ships was spoken and ran up her number, a smile went round extending from the forecastle to the bridge, and some old shell-back was pretty safe to say, "One of old Andrew's coffins, damn them, a Granite liner; yes, by God: sink like a stone in some place some day, or run upon a shoal marked in no blooming chart; Andrew will grab the insurance money, and, and then go off to kirk."

Withal he was a genial, simple, whisky-drinking, pious, and not unkindly man, with all the low-class Scotsman's love for law and pride in never being over-reached and with a gift of story-telling which a long life at sea had sharpened and improved.

His conversation ran on bottomry, on jettison, demurrage, barratry ("a grand word yon," he would explain), and barnacles. Much had he got to say about Restraint of Princes and the like, of berth notes, back freights, charter party, cessio clause, frustration of adventure, and as to whether frost and rats fell under act of God, or might be held as perils of the sea. Much did he like to dwell upon "dicesions o' the Coorts," quoting with unction Stamford *v.* Wells, Hadley *v.* Baxendale, and Vogeman *v.* Parkenthorpe, with comments of his own upon the judges, with much about the lunar and the calendar in the vexed question of the "Charter" month, much of the usages of trades and ports, all which he held "redeeklous," deeming them part and parcel of a scheme against the Granite Line. An elder of the kirk "outby Bearsden," where, as he said, "he stopped," he yet believed that Providence was a malicious demon on the watch to do him damage, sending foul winds and snapping shafts of screws, blowing off heads of cylinders and heating brasses in an arbitrary way, as if the Power referred to had nothing else to do but to watch him and his affairs through a celestial magnifying glass which he kept screwed into his eye after the fashion of a watchmaker when looking at a watch.

The house "outby" where Andrew Granite "stopped" was built of such wellhewn and finely pointed stone as to resemble plaster, so neat were all the joints, so sharp the edges, and though substantial, did not seem designed to live in, but rather as a model from some exhibition of what no house should be. Roofed with dark blue metallic-looking slates, it stood in its own carriage-sweep, which, laid with furnace slag in lieu of gravel, formed as it were a yellow ochre river flowing between the bulwarks of green grass which bounded it, and which, as the possessor said, were "trimmed square by the lifts and braces and ran down sheer into the tide." He used to add that "in a ship, ye ken, ye canna let minavellings lay aboot, an' for a gairdner ye couldna' get a better man nor steadier than an auld sailor, if ye can keep him frae the drink."

Laurels and rhododendrons, the latter "bonny beebrids," as the seafaring "gairdner" called them, stunted and withered by the wind, stood ranged beside the avenue in rows, each with its Latin nickname dangling from a wire upon a piece of tin, as if it was convicted of some crime against its fellows and was doing penance for its sins. Cast-iron hoops contrived to look like withies bordered the road; and to make all things sure, enamelled plates with the inscription "Parties are requested to keep off the grass" reminded people to be cautious how they walked. A battlemented lodge and wrought-iron gate with a huge gilt monogram upon the top stood sentinels at the edge of the domain. Clumps of young spruce trees were disposed at intervals to break the wind, which bent them over opposite the side it blew, and stripped them bare where they caught all the fury of the blast.

The inside of the villa was suitable to its exterior grace.

Plate-glass and varnished yellow pine gave it a sort of likeness to a ship. White fluffy mats lay on the floors, and on the walls were water-colors, so well finished and so smooth that they could easily have been mistaken for the best kind of chromo-lithographs.

Wax fruit and feather flowers, and humming-birds looking distorted ghosts of their bright selves, were stuck about upon the mantelpieces, covered with glass shades. A banner-screen with a ship worked in crewels stood before the fire, which in a bright steel grate burned till the twelfth of May, and then until October was replaced by coloured paper shavings so contrived as to present the appearance of a waterfall. Mistress M'Kechnie, a large, high-coloured lady, dressed in black silk and girt about the neck with a gold chain from which a watch was hung which dangled loose or else was stuck into the waistband of her gown, sat in her "droring-room" in state. A large medallion of her lord, with a stout wisp of his stiff hair fashioned into a cable round the edge, was pinned upon her breast. It showed him at the age of thirty, grim and ill-favoured, and had been taken in the port that he called "Ryo" by an artist who he said had been "an awfu' clever chiel," and certainly should have been heard of in the world of art for his stout realism and adherence to the truth.

The owner of the house sat in his sanctum, which, like the cabin of a ship, had small round windows, and was adorned with books, bound in morocco bindings, which he never read, and with a coloured photograph of her he always called "Mistress M'K." and stood in awe of; for she came of "weel-kenned folk," and had some tocher and a temper which was not always safe "to lippen to."

With cigars lighted, his friends about him and their glasses filled, Mr. M'Kechnie used to give full play to his imaginative mind on many subjects which had appealed to him during the course of his career—as law pleas aboot ships, soundings in various ports, the absence of all lights on certain coasts, the charms of ladies he had known about the world and his success with them, and other things of a like nature which he discussed more freely when certain that his wife had gone to bed. One tale led to another, but the tale that his friends all loved best was one he never failed to tell after his second tumbler of stiff toddy, when, with his feet in carpet slippers worked in yellow beads, and with a fox's head in blue in high relief upon the instep, he would light a Trichinopoly cigar, and after, with the story-teller's instinct, having forced his friends to press him, take up his parable.

"Hae ye all got your glasses filled? Weel—age—I am a sort o' temperate man masel', but speerits, ye ken, are a fair panawcea, that is when taken moderately." To such a proposition no self-respecting Scotsman has an objection, and they all used to fill, and, "paidin" with their ladies, inhale the fumes of the hot spirit, puff their cigars, and wait expectantantly.

"Ye see, ma freens, law is a kittle o' gear, especially sea law, as mony o' ye ken I know fu' weel. But the maist awfu' thing is what they ca' yon general average—ay juist fair redeeklous. Ye ken what Mr. Scrutton says—he's an M. A. and L. L. B. and has juist written the maist compendious work on contracck of affreightment as expressed in charter-parties—a pairfeck vawdy-mecum. Ane ye ca' Mackinnon helpit him, and between the twa they lay ye aff a'maist a'thing that can arise between a charterer and a ship-owner upon the sea.

"Charter-party, sort o' dog Laytin, *carta partita* they ca't. In the auld days they just wrote it in duplicate on a single sheet o' paper, and then divided it by indented edges, each part fitted to the other. That's hoo they got the name, indenture.

"A feck o' things ye'll find in Scrutton's book, ma freens, sort o' auncient like. Whiles when I havna' much to do I tak' it doon and lauch, man! lach ower it till ma held juist thummles like a sturdy sheep. Oo aye—ye're richt—I'm sort o' wandered.

"Weel aweel, I'll tell ye now about a wild-like tulzie I had aince with a lash o' Dawgos a' aboot yon cursed general average. Man, it was this wey, ye ken—whiles I juist wonder that a man like Scrutton—Mackinnon is na' blate either—does na' dae something to get the law changed. Na, na, ye could na' richtly look for it; it's the man's bread, ye ken. Aye, I'll heave aroond, I'm subject to thae digressions; so was Sir Walter Scott and others I could mention. Ye mind aboot the seventy-twa, or it may be the seventy-five, freights were fairly high and shipowners were ettlin' to mak' some siller. Bad times we are havin' noo—yon cuttin' prices, I juist ca' it cuttin' throats—but in the seventy-five—that's it—I had a boat was gaein' oot to Smyrny wi' a feck o' cotton goods. Somehow or other she just snappit her screw shaft, and if she had na' juist by a special providence come across a tramp out o' the Hartlepools she micht have wandered aboot yon islands just like Ulysses -him thae raise sich a dirl aboot in Homer; for, ye ken, I hae a sort o' tincture o' the humanities.

"The tramp just gi'ed her a tow in to Saloneeky. Losh me, then there cam' the salvage racket, the maist infernal intrikit affair ye ever saw. A man juist has to go to the slauchter like a lamb, if aiver a ship makes fast a cable to any o' his boats. Scrutton has it textually, that unless the charter amounts to a demise—but I'll no deave ye wi' technicalities. Ye'll get it in Sepla *v.* Rogers, or Hubbertey *v.* Holts, and when ye hae it, mickle wiser may ye be.

"Fill up, men, it winna' hurt ye, and there's plenty mair . . . ah—yes, yon maitter o' the salvage was sort o' seekenin.'

"The worst thing, though, was that the freighters were a' upon me for demurrage. Sirs me, I was fair gyte, and I juist yokit on Scrutton (the vawdy-mecum, ye mind) as if it had been the Holy Scriptures. Ma heid fair dirled wi' Sangivetti *v.* Postlethwaite and a heap o' cases very much resembling mine. I thocht I had a bit issue anent the cesser clause, and awa' I went to my awgents in West George Street. I laid my case before them, and they lauch't. They told me the the point was clear that I stood liable. Man, I whiles think the very elementa are a' against the shipowner. What wi' they cursed strikes drawin' awa' the trade, the employers' liabeelity, and the infernal intrikitness o' the law, a body hasna' got a chance.

"Ye'll mind, Geordie, when we went tae sea thegither, sax-and-forty years ago—it was maist a' wind jammers in thae days?"

The crony thus interpolated took his black oily Burmah cigar out of his mouth and grunted, "I mind weel. A man just signed for his salt horse and his salt pork, nane o' your tin-bag then," and, after looking at the ceiling, spat into the fire.

"Aye, that's so, a sailor man was a richt lefty then. Nane o' yer comin' aboard without an airticle o' kit except a knife and a pair of sea-boots, and slingin' the latter doon the forespeak and fa'ing drunk upon them.

"Na, na, we a' had oor bit kists wi' plenty dunnage in them—and as for your employers' liabeelity—set them up—a sailor man juist took his ain life in his hand."

Geordie having grunted something about a long yarn and a rope-maker, Andra' came, as he said, back to his course, and once again took up his tale.

"I juist cabled oot orders to my awgent in Awthens to proceed to Saloneeky to arrange for chartering a vessel to tak' the stuff on to Smyrny; the body juist agreed wi' the captain o' a Greek schooner, ane they ca'ed Scaramangy, heard you ever sic' a name?

"His craft was ane o' they Levantyne-built bits o' things, awfu' gay wi' paint, a kind o' gin-palace afloat, ye ken the things, Geordie? She lookit weel, and my awgent cabled me that, wi' God's blessing, he hoped she would do the trip to Smyrny in aboot three days. I couldna' thole yon 'God's blessing' in the cablegram. A man has his ain releegious opinions—ye mind I'm an elder in the U. P. kirk outby Milngavie (ye canna' get the richt doctrine here in Bearsden, a mere puir imitation o' the Episcopawlians, a sort o' strivlin' after being genteel, I ca' it); but business, ye see, is business. Besides, thae things are better understood, taken for read, as they ca' it up at Westminster.

"Yon blessing in the cablegram cost me a maitter o' some saxteen shillin'—the rates were awfu' high in thae times, ye mind. Saxteen shillin' just expended in a manner I ca' redeeklous, for the Almighty must ha' kent that I was putting up ma ain bit supplication when the cash was at stake.

"Yon Scaramangy had a wild-like crew on board, mean, they Greeks dinna' sail short-handed, I'se warrant them. Thirteen Dawgos forby himsel', and the bit schooner not above above three hundred tons. Heard ye the like?

"I canna' bide a superstitious man, for I aye haud nae ane should stand between a man and Him; if a man wants Him, let him gang straucht, I say—through the Auld Book. Anyhow, Scaramangy had his Madoney—a sort o' shrine, ye see—att o' the mainmast, and a bit licht burnin' awa before it nicht an' day; an awfu' waste o' can'le. Weel aweel—anither Trichinopoly—ye'll na—aiblins anither tot. What! yer done? Geordie, rax me the ginger snaps. Scaramangy—I didna' see him; but I hae seen his like a thoosand times, maist-like dressed in longshore togs, wi' ane o' thae Mancely straws, an' alpacy jacket, an' white canvas shoes—ye'll mind the rig. Maist o' them has a watch-gaird on them like a cable o' a battleship; ye canna' tell a gentleman nooadays, wi' everybody wearin' their bloody Alberts. So a'thegither bad-like sailors are they Greeks; sort o' conceity whiles the way they paint the stem bits o' schooners and their barquentines; maist o' them yallow, wi' a bit pink streak, whiles a blue ane, and sure to hae a figure-head, some o' they Greek goddesses.—No, Geordie, Sapho was no' a goddess—she was a poetess, a queer-like ane tae, just want fair demented ower a felly they ca'ed—— But I'm havering—the humanities, ye ken, tak' an awfu' grip on a man.

"Scaramangy was most certain to hae had a wee bit curly Maltese dog on board—I canna' bide them, rinnin' aboot yap, yappin' and filin, the decks. Set them up; for ma ain pairt, I like a cat, or maybe a mongoose—na, na, man, no' a monkey—dirty brutes, the hale rick ma tick o' them; seem to gae into a decline tae soon as ye pass the forties. Man I mind ane, I traded a coat and a bit Bible for him wi' a missionary in the Cameroons. Puir brute, we had na' sighted the Rock of Lisbon, comin' hame, afore he started hostin'. I had him in the cuddy, and ettled to mak' him tak' some Scott's Emulsion. It would na' dae, and we had juist to commit his bit body to the deep, the same as a Christian, juist off the Wolf Rock. I dinna' care to mind it. I lost my ain Johnny the same way. Man, I felt it sae, I should hae liked to hae the wee deerie's stuff, but his mother said it would be heathenish.

"Nae doot o' it, yon Scaramangy would foul some other bod'y cable when he lifted anchor, and find his throat halliards unrove—they're apt to use them for a warp, ye ken, or some ither kind o' deevilment; but, anyhow, to sea he he went in half a gale o' wind.

"There must hae been an awfu' hagger-Snach o' tongues, bad as the Tower o' Babel, on board the *Aidonia*; that's what they ca'ed her—thae Levantynes canna' dae a thing withoot a noise.

"Set o' curly-heided Dawgos, with their silver earrings and sashes rowled round their hurdies—I canna' stan' a sash on him, it looks sae theatrical.

"What happened only the Lord Himself and Scaramangy really ken. The Lord, for a' He kens, never lets on He hears, and Scaramangy was a naitural accomplished liar frae his birth.

"What he said was, that a pairfect hurrican burst on him, soon as he'd pit to sea. He couldna' get the topsails aff o' her, as nane o' his dodderin' deevils daur to gae aloft. So he juist watched them blow clean oot o' the bint-ropes, and shortened the lave o' his sails the best he could—by a special interposeetion o' Providence he didna' lose ony o' his heidsails, though nae doots but he deserved tae.

"He says he and his cattle were in the awfu'iest peril that they ever experienced in their lives, the schooner almost on her beam ends, and the seas fair like to smother her.

"In the nick o' time, what think ye he did, man?

"' Ran for some harbor,' 'lie to a bittie', na, na, nae frichts o' him. He juist pit up a bit supplication to his Madoney in the companion, and promised her (as if the painted bitch could hear him) that if she took him safe to Smyrny, that he would sacrifice something valuable as a sign o' gratitude. Heard ye the like o' that?

"God's truth, mak's me mad to think aboot it—the folly o' the thing—and the gratuitous waste o' valuable property.

"Anyhow, he doddered in to Smyrny some gait or ither, and what d'ye think he done? He an' his men—aye, Geordie, nae doots he had the dawg along wi' them—went barefit oot to a shrine they had, and returned thanks to Him who stills the waves—that is, when He has a fancy tae.

"I dinna altegether disapprove o' that, for prayer, ye ken, is useful' whiles. Samuel pit up his supplication to the Lord before he hewit yon Agag, and Joshua when he smote thae Canaanites, and even Paul—a gran' man Paul, sort o' pawky too—lifted a prayer when he was in juist sich a situation as was yon Scaramangy.

"Scaramangy and his Dawgos, when they had done their prayer, went aboard again, unbent their mainsail, and took it ashore and burnt it on the beach. Mad, ye say, Geordie—mad, aye, mad enough, but no on business matters.

"Ye can't think what they did then?

"They gaed awa' up to the British Consulate, and tabulated their claim, under the law o' general average, for the value o' the mainsail; for the deevils said, had they no made their vow, the Madoney wouldna' hae interfeired, and the vessel would maist certainly hae been lost. No blate, yon Scaramangy—but mercy me, whatna, a conception o' natural laws he must have had! Fancy the Madoney expawtiating in the heavens, watching a storm like a fisherwife watching for her man when an easterly gale springs up, and no' to be propeeetiated without the promise o' an offerin'!

"After I got the cable, I fair sprang oot o' the hoose, and awa' to West George Street, to my awgents, and they tel't me Scaramangy was domiciled furth o' Scotland, and the case would have to be heard at Smyrny.

"It was juist held that whereas Captain Scaramangy, bein' in peril on the deep, and havin' done everything within his power and in the compass o' good seamanship to save his ship—ma God!—and being at the point o' daith, had recourse to prayer. Furthermore, the Coort bein' o' opinion that the vessel must have foondered had there not been an interposection o' a Higher Power, decides that Captain Scaramangy took the proper course, and that his prayer and his vow being both heard and considered favorably by the Madoney, that she thocht fit to save the vessel and the crew.

"Therefore, the Coort held that the vow was instrumental in the first degree, and that the jettison o' the mainsail—which of course wasna' a richt jettison at all—was necessary, and that the shippers were all bound to bear their due proportion o' the loss.

"Appeal—nae frichts o' me. It cost me, one way and another, mair than a hundred pound. Appeal—na, better to lose than to lose mair; that's a Greek proverb—at least I think so, and no a bad yin.

"Yer gauntin, men; weel, weel, good nicht to ye—Geordie, rax me doon Scrutton frae aff the top shelf—there's juist a pint or twa anent yon cursed general aiverage I should like to look at before I turn in for the nicht."

—From "Scottish Stories," by R. B. Cunninghame Graham. London: Duckworth & Co. 1s. net.

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 May 5, is as follows:

St. John County—	
236th Battalion	1
9th Siege Battery	8
8th Field Am. Depôt	1
Canadian Engineers	3
Forestry Company	4
Div. Signalling Depot	3
	— 20
Restigouche County—	
Forestry Company	12
	— 12
Westmorland County—	
Canadian Engineers	9
Home Service	1
	— 10
Charlotte County—	
Forestry Company	1
236th Battalion	1
Div. Signalling Depôt	2
Home Service	1
	— 5
York County—	
9th Siege Battery	1
Forestry Company	2
Div. Signalling Depot	2
	— 5
Carleton County—	
Forestry Company	4
	— 4
Northumberland County—	
Home Service	4
	— 4
Kings County—	
Forestry Company	3
	— 3
Kent County—	
Home Service	1
	— 1
Albert County—	
Forestry Company	1
	— 1
Queens and Sunbury	0
Victoria County	0
Madawaska County	0
Gloucester County	0
	—
Total for week	65

ARE SURVEYING SHIPS TO DETERMINE DAMAGE?

The interned and recently seized Austrian steamships *Morawitz* and *Campania* are being surveyed by government officials in order to determine the exact damage done to them by the officers and crews before they were seized by federal authorities. It probably will be a day or so before the exact damage done will be determined.

H. L. Hunt, of New York, a surveyor, was sent here by the federal shipping board to make the survey. Sam Larche, of Galveston, federal inspector of hulls and boilers, is assisting Mr. Hunt in the work.

In common with many of the German and Austrian vessels that were interned in this country shortly after the start of the European war, and put out of commission shortly before hostilities broke out between the United States and Germany, the two Austrian steamships seized at the turning basin were no exception. The machinery was tampered with and other damage done that would make the ships unseaworthy and unable to proceed safely to sea.—*Houston* (Texas) *Daily Post*, April 25.

*** Mr. H. L. Hunt, the marine surveyor referred to in the foregoing item, is a native of St. Andrews, a son of Mrs. Lorenzo Hunt.

UNIVERSITY OF NEW BRUNSWICK ENCÆNIA

Fredericton, May 3.—The Encænia of the University of New Brunswick will take place a fortnight from to-day, May 17, when a class of 19 will be graduated. This class will be smaller than the average class for some years past, and larger than the classes will be for some years to come, as enlistment for service overseas has seriously reduced the registration of young men at the University.

There will be fifteen degrees in Arts, six to young women and nine to men. The four science degrees will be one in civil engineering, two in electrical engineering, and one in forestry.

The Encænia programme will be as usual. Chancellor Jones announced it to be as follows: Address in praise of founders, Prof. J. W. Stiles; valedictory, Charles R. Smith; address to the graduating class, Chief Justice Sir Ezekiel McLeod; Alumni oration, Hon. J. D. Hazen, Minister of Marine and Fisheries. Hon. Mr. Hazen was selected by the Associated Alumni as the orator and accepted. There is doubt, however, whether or not he will be in Canada at the time of the Encænia.

CHINAMAN GETS JUSTICE AT LAST

Mr. Chief Justice McKeown gave judgement to-day in the case of Lim King, who has been in jail for some time for keeping a common gaming house on Mill street. The Police Magistrate fined Lim King $200, and in default of payment sent him to jail for three months. Mr. Daniel Mullin, K. C., counsel for Lim King in the Police Court proceedings, applied to the Chief Justice for an order of *habeas corpus*, and for a rule *nisi* for *certiorari* to bring up the proceedings of the court below. After reviewing all the facts in the case, Chief Justice McKeown declared he had grave doubts as to the Magistrate's power of imposing imprisonment to enforce the payment of the fine.

He therefore granted the motion for the order for the writ *certiorari*. Mr. Mullin then applied for a writ of *habeas corpus*, returnable immediately. The application being granted, Lim King was brought from jail and was discharged, on Mr. Mullin's motion.—*St. John Globe*, May 5.

Minard's Liniment Cures Colds, Etc.

News in Brief

——London, May 2.—A compilation from British, French, and German official communiqués shows that 717 airplanes were shot down on the western front during April. The Germans lost 369, the French, Belgians 201, and the British 147. This is a great increase over the casualties for any similar period. The highest previous total was 322 in last September.

——Ottawa, May 3.—It is officially announced that the following troops have arrived safely in England:

Battalions—229th Moosejaw, 232nd Battleford; 181st Brandon, 214th Saskatoon, 221st Winnipeg, 216th and 234th Toronto.

No 2 section skilled railway employes, drafts: horse artillery, field artillery from Winnipeg, Regina, Calgary and Kingston; infantry for 210th, 231st and 256th battalions; medical corps, cyclists; Newfoundlanders, naval details.

——Lima, Peru, May 4.—An Indian uprising is in progress in the Sandia region, the gold-mining district in southwestern Peru near the Bolivian border. Many owners of estates and their employees have been killed by the raiding tribesmen.

——New York, May 4.—Lord Northcliffe's country home on the Isle of Thanet was damaged by shell fire when German destroyers made a raid on Margate and Broadstairs on February 26. Lord Northcliffe was in his home during the attack, which took place about 11 o'clock in the evening. The wife and daughter of the gardener were killed and their cottage was virtually destroyed.

These facts were made known by steamship passengers arriving from abroad to-day.

——Washington, May 4.—Debate in the Senate over the high price of food developed into fiery denunciation of food speculators, and the "middleman" was charged with extortion and robbery.

Several speakers declared there is no shortage of food in the United States and that the best way to deal with the food speculators would be to string them to lamp posts or put them behind prison bars.

Senators from farming states denied that there is any real shortage in staple foods, and it was declared that the high prices were caused by hysteria, assisted by the German corruption fund recently unearthed in a Federal court in New York.

——London, May 4.—Despite the submarine campaign the exports of precious stones from Great Britain to the United States in the last four months are valued at $7,948,333, against $7,242,826 for the same months last year, according to United States consular figures.

Diamonds and pearls, it is believed, formed the principal items.

The steady flow of jewels to America has been most marked the past year, indicating that many families are disposing of their jewels to meet the exigencies of war.

——Ottawa, Ont., May 8.—It is officially announced through the chief press censors' office, that the following troops have arrived safely in England:

Battalions: 141st, Rainy River; 153rd, Guelph; 174th, Winnipeg Highlanders; 178th, St. Catherines; 215th, Brantford; 220th, Toronto; 241st, Windsor; 253rd, Queen University Highlanders.

Drafts: R. C. D. Strathcona Horse, Fort Garry Horse and Mounted Rifles.

Field Artillery from London, Guelph, Toronto, Kingston, Montreal, and Woodstock.

Heavy and siege artillery: Machine Gunners; Signallers; Medical Corps, Newfoundlanders, details.

CANADIAN NEWS

—Kitchener, May 5.—Rev. Ernest Harris and Mrs. Gertrude Wambach, who were arrested at Hespeler two weeks ago on a charge of bigamy and pleaded guilty before Judge Hanning a week ago, appeared for sentence this morning. Harris was given seven years in the Penitentiary and Mrs. Wambach will serve two years in the Mercer Reformatory.

Harris asked for leniency because he had a wife, two children and his mother dependent upon him in England.

——Ottawa, May 8.—Up to noon to-day there have been 15,547 Canadian casualties announced since the opening of the battle of Vimy Ridge. To-day's list of 176 names includes 124 killed in action, five died and six missing.

——Montreal, May 8.—Major General Lessard this morning gave expression to his views on the recruiting problem in Quebec. His principal complaint was that the lower clergy have not lent an attentive ear to the voice of the higher episcopal authorities so as to bring its message in regard to the duty of the French-Canadians at the present time to the race as a whole. He pointed out the responsibility that the lower clergy assumes in putting a damper on the appeal of the hierarchy to its children.

As far as he himself was concerned he expected a more wholehearted co-operation from the clergy in conformity with the great influence which it exercises on the destinies of the French-Canadians. He might say the same thing about their leaders—those who directed opinion in Quebec. It was long enough that politics had been a bar to the complete spirit of union necessary to rouse up the French-Canadian people to rally to the great cause.

HEAVY LOSS IN FISH.

Messrs. Harry and Hilton Belyea, West Side weir-owners and fish exporters, suffered considerable loss early this morning when a large scow, which contained 700 barrels of salted gaspereaux and which was moored in Rodney Slip, overturned after catching in the wharf. Before the lighter righted, 400 barrels of fish were lost. The fish are valued at $7.00 per barrel and the total loss will be $2,800.00.—*St. John Globe*, May 5.

CANADA'S MUNITION ORDERS.

Munition orders placed in Canada since the outbreak of the European war amounted to $850,000,000, according to J. W. Flavelle, chairman of the Imperial Munitions Board. Total shipments up to April 30 amounted to $470,000,000. Approximately 300,000 persons are employed in manufacturing these munitions.

The Publications Branch, Department of Agriculture, Ottawa, has issued the following Special Circulars which give information of great value in the present agricultural stress:

Dominion Experimental Farms Special Circular No 2 "Maximum Crops—1917."

D. E. F. Special Circular No 3 "Varieties of Grain recommended for use in Canada."

D. E. F. Special Circular No 5, "Preparing farm horses for summer work."

D. E. F. Special Circular No 6 "Produce more Poultry."

Anyone interested in these subjects can obtain the circulars by writing to the address at the beginning of this item. Another publication which can be obtained in the same manner is Circular No 9, "Common Garden Insects and their Control." This circular will be found to be extremely helpful by all gardeners.

News of the Sea

——Washington, May 3—The American sailing vessel *Margaret* was destroyed off the Irish Coast on April 27 by a submarine being set on fire. No mention of loss of life is made. There are several sailing vessels of that name.

——London, May 3.—The British transport *Arcadian* was sunk by a submarine on April 15. It is believed that 279 men were drowned.

The *Arcadian*, of 8,939 tons gross, was owned by the Royal Mail Steam Packet Company, of Liverpool. She was 500 feet long and was built at Barrow in 1899. She was withdrawn from the passenger service early in the war and taken over by the British Admiralty.

——London, May 3—Capt. S. S. Harris and eight other survivors of the American tank steamship *Vacuum*, sunk by a German submarine, arrived to-day at ——, suffering severely from exhaustion and exposure. Lieut. Thomas, U. S. N., who was in command of the gun crew on the *Vacuum*, died of exposure on Sunday morning in the captain's boat. His body was buried at sea.

The captain's boat was overturned three times, and the men had a terrible battle for life. The survivors will be unable to travel before Saturday.

——Philadelphia, May 3—The British tank steamship *British Sun*, owned by the Sun Oil Company, of this city, and leased to Great Britain, has been submarined and sunk, probably in the Mediterranean, according to a cable dispatch received today by Howard M. Pew, president of the company. The crew was saved.

The *British Sun* was built in 1909 and was 8,600 tons measurement. She is said to have been one of the finest of her class and was valued at $2,500,000. Last summer Great Britain took her for war purposes.

Captain Carey, who commanded the ship when it was in the commerical service, is believed by Mr. Pew to have been in command when she was sunk. Many of the crew also remained with the ship.

*** Ranby Wren, formerly of St. Andrews, N. B., was Chief Officer of the *British Sun*.

——Ellsworth, Me., May 3.—The three masted schooner *S. H. Lanfair*, of New York, bound from Bermuda to St. John, N. B., with molasses, struck on John's Island Ledge, near Swan's Island, early to-day in a thick snowstorm. The crew reached Swan's Island in a small boat.

Capt. Donovan reported that when they left the vessel she was full of water and the mainmast was gone. He believed she would be a total loss. The schooner was 546 tons gross and was built at Baltimore in 1884. Geo. McKean & Co., Ltd., are the agents of the vessel.

Her cargo of molasses was consigned to the Crosby Molasses Co.

Capt. Joseph J. Donovan, of St. John, was the master of the *S. H. Lanfair*.

——London, May 3.—Three men were drowned by the sinking of the American steamer *Rockingham* by a German submarine, survivors who reached land to-day report. No word has been received of the boat containing the thirteen missing men. There were twelve naval gunners on board.

——London, May 4.—The Admiralty reports that the missing boat from the *Rockingham*, with all the fourteen men, has been picked up by a British steamer.

——New Glasgow, N. S., May 4.—The loss of the British steamer *Pontiac* was reported in a cablegram received by her owners, J. W. Carmichael & Co., Ltd., yesterday. Capt. Sprague and the crew were said to have been saved.

The *Pontiac*, which had been in the British admiralty service for ten months, was reported at Port Said last Saturday, causing her owners to believe that she had been sunk in the Mediterranean Sea, probably by a submarine.

The steamer was of 3,345 tons gross register and was built at Glasgow in 1903.

——London, May 4.—Confiscation by the Germans of the Belgian relief steamer *Carmetta* is reported in a Central News dispatch from Copenhagen. A Danish sailor who was a member of the crew is authority for the report. He says the Germans ordered the crew to leave the ship and placed a prize crew on board to take to a German port.

The men from the *Carmetta*, in two small boats, asked for provisions, but the captain refused. After six days of terrible su