

The Beacon

SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, OCTOBER 7, 1916

NO. 15

TRAVEL

STEAMSHIP LINES

THE WAY-BY-WATER

CORSIONS—LOW FARES

FROM PORTLAND
EASTPORT \$6.00
CALAIS 6.50
ST. ANDREWS 6.75

FRONTIER LINE

Monday, Wednesday and
Friday, St. Andrews 10.00
and intermediate land-
ings. Leave Eastport Tues-
day at 7.30 a.m.; St. An-
drews, Calais and inter-
mediate landings.

INTERNATIONAL LINE

JOHN AND GOVERNOR
COBB
Monday, Wednesday
at 9 a.m., Eastport at 2.30
p.m., Portland at 2.30
p.m., Central Wharf, Boston,
Boston and Fridays at 9
a.m., Eastport, Lubec and
intermediate landings.

LINE STEAMSHIP LINE

Between Portland and New York
via Cape Cod Canal
Monday, Wednesday, Friday
at 9 a.m., Eastport at 2.30
p.m., Portland at 2.30
p.m., Central Wharf, Boston,
Boston and Fridays at 9
a.m., Eastport, Lubec and
intermediate landings.

METROPOLITAN LINE

Between Boston and New York
via Cape Cod Canal
Monday, Wednesday, Friday
at 9 a.m., Eastport at 2.30
p.m., Portland at 2.30
p.m., Central Wharf, Boston,
Boston and Fridays at 9
a.m., Eastport, Lubec and
intermediate landings.

STEAMSHIP LINES

Excursions

Low Fares

ST. ANDREWS TO

Portland and

Boston

Sept. 11 to Oct. 13
Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

ST. ANDREWS TO

Portland and

Boston \$6.75

Return Limit 30 days

VOL. XXVIII

CAMPDOWN

FIFTEEN sail were the Dutchmen bold,
Duncan he had but a wooden shield,
But he anchored them fast where the Texel shoaled
And his colors aloft he flew,
"I've taken the depth to a fathom," he cried,
"And I'll sink with a right good will,
For I know when we're all of us under the tide,
My flag will be fluttering still."

Admirals all, they had their say,
(The echoes are ringing still),
Admirals all, they went their way
To the haven under the lee,
But they left us a kingdom none can take,
The realm of the circling sea,
To be ruled by the rightful sons of Blake
And the Rodneys yet to be.

From "Admirals All," by Henry John Newbolt.

The Battle of Campdown (properly Kampereidun) was fought on October 11, 1777. Admiral Rodney, upon the Dutch, and the British broke through the Dutch line, and engaged them in a bloody and determined on both sides, and resulted in a decisive victory for the British, who captured seven ships of the line (including both flagships), two 50's, and two frigates. The victory, coming just after the distressing naval mutiny, was particularly reassuring to the nation.—*Nelson's Encyclopedia.*

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

IN September, 1778, the British government ordered the evacuation of New York in Maine, for the purpose of erecting a province which loyal adherents of the crown might repair. An earlier post, Fort Vaux, which had occupied the bold, rocky promontory of Cape Breton, at the mouth of the Penobscot, was no longer in existence, having been dismantled and burned by the militia under Colonel James Cargill, in July, 1774. For eleven years previous to its destruction, the old colonial fort had been under the command of Colonel Thomas Goldthwait, who by his compliance with an order from General Gage permitted a detachment greatly outnumbering his own meagre garrison to carry off the cannon and spare arms of the fort, and thus incurred the censure of the Provincial Congress of Massachusetts Bay, the loss of his command, and virtual banishment. Colonel Goldthwait deserves a word of more extended notice on account of the part he took in settling and developing the Penobscot Valley. While in command of Fort Vaux, he was appointed agent for a vast tract of land belonging to the Walden Indians in that region. Later in connection with Sir Francis Bernard, the governor of the province of Massachusetts Bay, he purchased a part of the Walden tract from General Jeddiah Preble, and appears to have been chiefly instrumental in settling the Penobscot country with a population which he estimated at "more than 2,400 able men."

Colonel Goldthwait did not participate in establishing the new post at Penobscot, but remained in retirement there, or at Castine, until July, 1778, when he was aboard one of the frigates of the British fleet that entered Penobscot Bay to lay siege to Bagaduce. Taking passage on this vessel for New York after the success of the British expedition, he had the satisfaction of being borne to his destination by the ship that carried the good tidings to Clinton. It may be added that Mr. Goldthwait's stay in New York City lasted only from the early part of September to December 23, when he took his departure to England, there to remain during the rest of his life.

The project of planting a British force on the coast of Maine had long been cherished by William Knox, a Georgia loyalist, who was under-secretary in the Colonial Office in London. Knox argued that it would serve to distract the attention of the Americans from operations in other quarters, that as a military and naval base it would protect the country to the east from attacks by land and sea, and last, but not least, that it would form the centre and bulwark for a new province for the friends of government, who were leaving the Colonies in ever increasing numbers, and were yearly flooding the home authorities with insistent claims for compensation. Lord Germain, Knox's superior officer, became convinced of the advantage of the project for the reasons stated in his letter to General Clinton. He afterwards wrote to Governor Haldimand at Quebec, April 16, 1779, that if the Kennebec, or even the Penobscot, were secured, it would keep open direct communication between the Canadian capital and New York at all seasons, and so do away with the tediousness and delays in correspondence by way of Halifax. However, this explanation did not satisfy Haldimand, who still doubted the efficacy of the measure.

Meanwhile Knox was anticipating with evident zest the success of an expedition yet to move against the coast of Maine by arranging the details of the province that was intended to reach from the Penobscot River to the St. Croix, and to become the Canadian province of "L'Ying between New England and 'New Scotland' (Nova Scotia), it was to be christened New Ireland, perhaps," as Batchelder suggests in his illuminating study of the subject, "in delicate reference to Knox's own nationality." With manifest appropriateness, all of the officials of the proposed province were to be loyalists of high repute, if not in every case of experience in administrative matters; thus, Thomas Hutchinson was to be governor, Daniel Leonard, chief justice, Dr. John Calef, one of the leading Tories of Penobscot, clerk of the council, and the Reverend Henry Caner, formerly of King's Chapel, Boston, bishop. Although Hutchinson was named as one of the beneficiaries of the scheme, he wrote from London that it was "most preposterous measure," and that but few people there thought well of it.

However, as the measure already had the necessary official approval, it only remained to decide where the post should be located, and send out the expedition to establish it. These were important mat-

WOMEN'S CANADIAN CLUB

The Annual Meeting of the Women's Canadian Club was held in the Memorial Hall on Tuesday afternoon. After the reading of the Secretary's and Treasurer's reports, votes of sympathy were passed for the bereaved families of Frank Purton and Percy Markee; also a vote of thanks for the free use of the Memorial Hall for this occasion.

Before reading the address, the President, Mrs. Fred Andrews, spoke of the work already planned out for the Club during the coming year. The collection of waste paper is one of its chief undertakings. Boxes have been placed on Water Street to receive contributions of paper, and, by special arrangement, all delivery teams in the town will convey parcels of paper to the Central Depot on every Wednesday. The holding of a Patriotic Sale on Oct. 14 is the second enterprise that the Club has now on hand, and the outlying districts are being canvassed by automobile parties. Great results are expected.

Under the management of the Nominating Committee, with Mrs. Street as convener, the following officers for 1916-1917 were then elected:

Hon. President, Mrs. R. A. Stuart; President, Mrs. Fred Andrews; 1st Vice President, Mrs. G. H. Stickney; 2nd Vice President, Mrs. Ira Stinson; 3rd Vice President, Mrs. E. Lee Street; Treasurer, Miss Richardson; Secretary, Mrs. Everett; Lit. Correspondent, Miss Gibson; Executive, Mrs. Coughy; Mrs. Gillman; Mrs. P. Hanson; Mrs. Babbitt; Mrs. Keay; Miss Ida Graham; Mrs. George Smith; Miss Edw. Hall; Mrs. Frank Kennedy; Mrs. Allan Grimmer.

Proceeding to the business transactions on hand, the Club voted \$25 for Mrs. E. A. Smith's fund for the Kiltie Pipes. Mrs. Smith was present and thanked the Club for its gift, which, she said, had arrived too late for its original purpose as the Pipes' Fund was already completed; it would however be sent to the Kiltie Band and would doubtless prove useful in some way. She praised the Club for its splendid organization, and in her capacity of Founder gave most useful advice. \$25 was voted for the Duchess of Connaught's Prisoners of War Fund. Votes of confidence and appreciation for the newly elected committee and for the nominating committee, were passed; and it was decided that during the coming year the Club would hold its meetings in Paul's Hall, and that refreshments would be served at the close of each meeting. The desirability of obtaining more members was discussed, and it was decided to appeal to the Council under oath as required by the Statute, and as Chairman of the Finance Committee he has a personal interview with Mrs. Chase on the subject of support at next regular meeting of Council. Report received and adopted.

A communication from Mr. Howard Chase in re license fees claimed, was submitted and referred to the License Committee for adjustment.

On motion of Aldn. Douglas, seconded by Aldn. Lowery, ordered that the Town Clerk give notice and hold a poll for the election of one Alderman to fill the vacancy caused by the resignation of Richard M. Keay.

TOWN COUNCIL

The regular monthly meeting of the Town Council, was held in the Town Hall on Tuesday, October 3, 1916.

Present, the Mayor, G. K. Greenlaw, and Aldermen Douglas, Hibbard, Lowery, Shaw.

Absent, Aldn. Finigan, (out of Town) and Aldn. Gardner and McFarlane.

Minutes of meeting of Sept. 27 read and confirmed.

Mr. T. J. Caughey, being present, was heard in respect of further preparation of the grounds at Indian Point Park, this fall, for recreation purposes, also the placing of a small building for a cook-room and painting the floor of the Pavilion, etc. Total amount spent of the amalgamated fund for the Town was \$250 and from the Knights of Pythias of \$100, was \$350, leaving a balance unexpended of \$43.50. A building suitable for a cook-room would be had and placed on the grounds for \$32, and the property, which the balance be used in the purchase and placing on the grounds of said building and painting the floor of the present structure.

Moved by Aldn. Douglas, seconded by Aldn. Hibbard, "That an order be drawn on the Town Treasurer for the sum of \$31 in favor of Knights of Pythias, being balance unexpended of the Town's appropriation toward building the Pavilion at Indian Point. The Knights of Pythias agreeing to provide a kitchen and paint the floor of the Pavilion."

Aldn. Hibbard, Chairman of the Finance Committee, reported re "That the appeal of Mrs. E. Chase in re taxation was not in order, and submitted that she should be requested to present her petition of appeal to the Council under oath as required by the Statute, and as Chairman of the Finance Committee he has a personal interview with Mrs. Chase on the subject of support at next regular meeting of Council. Report received and adopted.

A communication from Mr. Howard Chase in re license fees claimed, was submitted and referred to the License Committee for adjustment.

On motion of Aldn. Douglas, seconded by Aldn. Lowery, ordered that the Town Clerk give notice and hold a poll for the election of one Alderman to fill the vacancy caused by the resignation of Richard M. Keay.

HOW SLEEP THE BRAVE

HOW sleep the brave who sink to rest
By all their country's wishes blest!
When Spring, with dewy fingers cold,
Returns to deck their hallow'd mould,
Shall there still dress a sweeter sod
Than Fancy's feet have ever trod.
By fairy hands their knell is rung;
By forms unseen their dirge is sung;
There Honor comes, a pilgrim grey,
To bless the turf that wraps their clay;
And Freedom shall unwept repair
To dwell, a weeping hermit, there.

William Collins, (1721-1729)

FRANK PURTON
Killed in Action

PERCY MARKEE
Killed in Action

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 Sept. 30, is as follows:

Northumberland county—
29th Battalion 10
No 2 Construction Corps 1
Home service 2
Field Artillery draft 12

St. John county—
236th Battalion 9
8th Field Ambulance Train 7
9th Siege Battery 4
242d Forestry 3
239th R. C. C. 1
Home service 1

Westmorland county—
236th Battalion 11
6th Field Battery 1
Canadian Engineers 2

Kings county—
236th Battalion 11
8th Field Ambulance Train 4

York county—
236th Battalion 6
242d Forestry 3
9th Siege Battery 3
8th Field Ambulance Train 2

Restigouche county—
236th Battalion 8
17th Battalion 2

Carleton county—
236th Battalion 8
242d Battalion 1

Madawaska county—
236th Battalion 9
Queens and Sunbury counties 1
Charlotte county 1
Albert county 1
Kent county 1
Gloucester county 1
Victoria county 1

Total 120

ROEBLING MAKES TRIP TO HALIFAX

When old salts about the harbor heard it they shook their heads and looked incredulous but when they saw the telegram stating that the little tug had made the trip in about twenty-six hours they were forced to accept it.

Friday morning the little tug *Roebling* in charge of Capt. F. D. Stevens, late of the *Sin Mac*, slipped out of the harbor bound for Halifax, where she was to enter the employ of her new owners G. S. Campbell & Company. The morning was beautiful, the old Bay of Fundy lay as peaceful as a babe asleep and as the tug got well clear of the entrance of the harbor the bells clanged in the engine room, the throttle was opened to the last notch and the little boat began tramping off the miles like an ocean liner.

The captain had intended to make Yarmouth that night and remain there and proceed to Halifax on Saturday morning. The day, however, was so clear the weather conditions so propitious that by eight o'clock Saturday morning the *Roebling* slipped past Samba, made her bow to the bristling guns at George's and McNab's Islands, and a few moments later was tied up at Campbell's wharf.

The captain himself was surprised at the splendid performance of the little boat making the long trip of nearly three hundred miles in about twenty-five and twenty-six hours. The *Roebling* was recently built by G. S. Mayes of this city to 437 G. S. Campbell & Company, the well-known steamship owners of Halifax.—*John Telegraph, Sept. 25.*

Faval, Azores, Oct. 4.—The Italian steamer *Milazzo*, from New York, Sept. 24 for Genoa, arrived at this port with fire in three of her holds.

News of the Sea

London, Oct. 1.—The British schooner *Wilmot*, 151 tons, and the Norwegian schooner *Mansel*, of Louisburg, have been sunk.

—London, Sept. 28.—Lloyd's announces that the British steamer *Newby* has been sunk.

The *Newby* registered 2,168 tons. She was built in 1890, and owned at West Hartlepool.

—Marseilles, Oct. 1.—The Italian steamer *Enrico Miloh* has been sunk in Mediterranean in a collision with a French steamer. Part of the crew of the *Enrico Miloh* was saved. The vessel measured 3,542 tons and was bound from New York to Genoa.

—Stockholm, Sept. 28.—It is reported here that the German steamer *Edvine Koppen* has been sunk in the Gulf of Bothnia, off Lulea.

The *Edvine Koppen* measured 2,050 tons and was owned by R. Koppen, of Stettin. The vessel was built in 1905.

—New Haven, Conn., Sept. 27.—The schooner *Isiah K. Stetson*, Capt. Hamilton, bound from St. John, N. B. for New York, was towed into this port to-day waterlogged, having been in collision during a storm last night on Long Island Sound, five miles east of Faulkner Island, with steamer *Lexington*, of the Colonial Line.

—Swains Island, Me., Oct. 4.—All hope of saving the two-masted schooner *C. B. Clark*, which ran aground on the south side of outer Long Island during a storm last Friday night, was abandoned to-day. She was being slowly pouched to pieces and the crew came ashore in their lifeboat. The vessel was laden with coal, and was bound from New York for an eastern port.

—Charlottetown, P.E.I., Oct. 3.—The three-masted schooner *Ruth Robinson* which ran ashore on West Point while on her way from Charlottetown to Bay Chaleur in ballast, is reported high and dry to-day. There are poor prospects of her being floated. She is owned in Boston and came here from Liverpool with a cargo of salt. She is forty years old.

The government steamer *Brant*, which was sent here to her assistance, reports that she could not help her.

—Christiania, Norway, Oct. 2.—A German submarine has made its way into the Arctic Ocean, and has torpedoed three Norwegian steamships there.

The vessels torpedoed were the *Sinsen*, *Rosen*, and *Rolf Jarl*. The crews were rescued. Steamship tracks over the equator route covering the northern Norwegian coast has been stopped.

The *Sinsen's* gross tonnage was 1,925, and that of the *Rolf Jarl* 1,565. There are listed three Norwegian steamships *Rosen*, all of them under 1,000 tons.

FRANK PURTON
Killed in Action

PERCY MARKEE
Killed in Action

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 Sept. 30, is as follows:

Northumberland county—
29th Battalion 10
No 2 Construction Corps 1
Home service 2
Field Artillery draft 12

St. John county—
236th Battalion 9
8th Field Ambulance Train 7
9th Siege Battery 4
242d Forestry 3
239th R. C. C. 1
Home service 1

Westmorland county—
236th Battalion 11
6th Field Battery 1
Canadian Engineers 2

Kings county—
236th Battalion 11
8th Field Ambulance Train 4

York county—
236th Battalion 6
242d Forestry 3
9th Siege Battery 3
8th Field Ambulance Train 2

Restigouche county—
236th Battalion 8
17th Battalion 2

Carleton county—
236th Battalion 8
242d Battalion 1

Madawaska county—
236th Battalion 9
Queens and Sunbury counties 1
Charlotte county 1
Albert county 1
Kent county 1
Gloucester county 1
Victoria county 1

Total 120

News in Brief

—London, Sept. 30.—Twenty Norwegian vessels, valued at \$3,252,500, were sunk by mines or torpedoes during September, according to a dispatch from Copenhagen. The total value of Norwegian ships lost since the outbreak of the war is given at about \$17,500,000. The cargoes are valued at \$12,500,000.

—Melbourne, Australia, Sept. 28.—Floods have made breaches in the river levees in this region, inundating the 100 square miles of country within Murophus has been virtually submerged. Ballan had ten inches of rain since Thursday last. Six inches of rain has fallen at Melbourne.

—Santiago, Chile, Sept. 28.—Lieut. Sir Ernest Shackleton was received to-day by President Sanfuentes, whom he thanked for the assistance given by the Chilean Government in the rescue of members of Sir Ernest's party of explorers from Elephant Island.

Sir Edward and his companions will set out on Monday for Buenos Aires, whence they sail for England.

—London, Sept. 30.—Emperor Lij Ysaius of Abyssinia has been deposed at Adis Ababa. Lij Ysaius is twenty-two years old and a grandson of Emperor Menelik, whom he succeeded in 1913.

Rome, Sept. 29 (delayed)—A dispatch from Adis Ababa, Abyssinia, reporting the deposal of Emperor Lij Ysaius, announces that he has been succeeded by Cuicero-Zodit, a daughter of the late King Menelik, who has been proclaimed "Empress of Ethiopia."

—Lunenburg, N. S., Oct. 3.—The fishing schooner *Leta J. Schuartz*, arriving to-day and reported having lost five of her crew in a gale encountered on Sept. 24, when the vessel was on her way from the banks. The crew was engaged in making in the riding sail when a heavy sea washed the deck from end to end, destroyed all the dories, and washed five of the crew overboard. The fishermen were all natives of Lunenburg county. Minard's Liniment for sale everywhere.

News of the Sea

London, Oct. 1.—The British schooner *Wilmot*, 151 tons, and the Norwegian schooner *Mansel*, of Louisburg, have been sunk.

—London, Sept. 28.—Lloyd's announces that the British steamer *Newby* has been sunk.

The *Newby* registered 2,168 tons. She was built in 1890, and owned at West Hartlepool.

—Marseilles, Oct. 1.—The Italian steamer *Enrico Miloh* has been sunk in Mediterranean in a collision with a French steamer. Part of the crew of the *Enrico Miloh* was saved. The vessel measured 3,542 tons and was bound from New York to Genoa.

—Stockholm, Sept. 28.—It is reported here that the German steamer *Edvine Koppen* has been sunk in the Gulf of Bothnia, off Lulea.

The *Edvine Koppen* measured 2,050 tons and was owned by R. Koppen, of Stettin. The vessel was built in 1905.

—New Haven, Conn., Sept. 27.—The schooner *Isiah K. Stetson*, Capt. Hamilton, bound from St. John, N. B. for New York, was towed into this port to-day waterlogged, having been in collision during a storm last night on Long Island Sound, five miles east of Faulkner Island, with steamer *Lexington*, of the Colonial Line.

—Swains Island, Me., Oct. 4.—All hope of saving the two-masted schooner *C. B. Clark*, which ran aground on the south side of outer Long Island during a storm last Friday night, was abandoned to-day. She was being slowly pouched to pieces and the crew came ashore in their lifeboat. The vessel was laden with coal, and was bound from New York for an eastern port.

—Charlottetown, P.E.I., Oct. 3.—The three-masted schooner *Ruth Robinson* which ran ashore on West Point while on her way from Charlottetown to Bay Chaleur in ballast, is reported high and dry to-day. There are poor prospects of her being floated. She is owned in Boston and came here from Liverpool with a cargo of salt. She is forty years old.

The government steamer *Brant*, which was sent here to her assistance, reports that she could not help her.

—Christiania, Norway, Oct. 2.—A German submarine has made its way into the Arctic Ocean, and has torpedoed three Norwegian steamships there.

The vessels torpedoed were the *Sinsen*, *Rosen*, and *Rolf Jarl*. The crews were rescued. Steamship tracks over the equator route covering the northern Norwegian coast has been stopped.

The *Sinsen's* gross tonnage was 1,925, and that of the *Rolf Jarl* 1,565. There are listed three Norwegian steamships *Rosen*, all of them under 1,000 tons.

FRANK PURTON
Killed in Action

PERCY MARKEE
Killed in Action

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 Sept. 30, is as follows:

Northumberland county—
29th Battalion 10
No 2 Construction Corps 1
Home service 2
Field Artillery draft 12

St. John county—
236th Battalion 9
8th Field Ambulance Train 7
9th Siege Battery 4
242d Forestry 3
239th R. C. C. 1
Home service 1

Westmorland county—
236th Battalion 11
6th Field Battery 1
Canadian Engineers 2

Kings county—
236th Battalion 11
8th Field Ambulance Train 4

York county—
236th Battalion 6
242d Forestry 3
9th Siege Battery 3
8th Field Ambulance Train 2

Restigouche county—
236th Battalion 8
17th Battalion 2

Carleton county—
236th Battalion 8
242d Battalion 1

Madawaska county—
236th Battalion 9
Queens and Sunbury counties 1
Charlotte county 1
Albert county 1
Kent county 1
Gloucester county 1
Victoria county 1

Total 120

News in Brief

—London, Sept. 30.—Twenty Norwegian vessels, valued at \$3,252,500, were sunk by mines or torpedoes during September, according to a dispatch from Copenhagen. The total value of Norwegian ships lost since the outbreak of the war is given at about \$17,500,000. The cargoes are valued at \$12,500,000.

—Melbourne, Australia, Sept. 28.—Floods have made breaches in the river levees in this region, inundating the 100 square miles of country within Murophus has been virtually submerged. Ballan had ten inches of rain since Thursday last. Six inches of rain has fallen at Melbourne.

—Santiago, Chile, Sept. 28.—Lieut. Sir Ernest Shackleton was received to-day by President Sanfuentes, whom he thanked for the assistance given by the Chilean Government in the rescue of members of Sir Ernest's party of explorers from Elephant Island.

Sir Edward and his companions will set out on Monday for Buenos Aires, whence they sail for England.

—London, Sept. 30.—Emperor Lij Ysaius of Abyssinia has been deposed at Adis Ababa. Lij Ysaius is twenty-two years old and a grandson of Emperor Menelik, whom he succeeded in 1913.

Rome, Sept. 29 (delayed)—A dispatch from Adis Ababa, Abyssinia, reporting the deposal of Emperor Lij Ysaius, announces that he has been succeeded by Cuicero-Zodit, a daughter of the late King Menelik, who has been proclaimed "Empress of Ethiopia."

—Lunenburg, N. S., Oct. 3.—The fishing schooner *Leta J. Schuartz*, arriving to-day and reported having lost five of her crew in a gale encountered on Sept. 24, when the vessel was on her way from the banks. The crew was engaged in making in the riding sail when a heavy sea washed the deck from end to end, destroyed all the dories, and washed five of the crew overboard. The fishermen were all natives of Lunenburg county. Minard's Liniment for sale everywhere.

For Automobiles
For Motor Boats
For Lighting
For Telephones
For Alarms

"Black Cat"
AND
"Columbia"
DRY
Batteries
STAND FOR HIGHEST EFFICIENCY

You'll make no mistake in selecting either of these Batteries which, for High Power and Long Satisfactory Service, have stood the test of time, and are ruling favorites wherever Batteries are used.

W. H. THORNE & CO., LTD.
HARDWARE,
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

We have just received a full assortment of the
Famous Tooke Brand Shirts
Collars and Ties
For the SPRING TRADE, and would gladly have you call in if wanting anything in this line
Our Stock of Suitings
IN ALL THE LATEST SHADES
is also open for your inspection. Let us help you with that NEW SPRING SUIT

STINSON & HANSON
HANSON BLOCK ST. ANDREWS, N. B.

We have in stock a splendid line of
GOBLETs, TUMBLERS, SHER