TRAVEL

Manan S. S. Company

Oct. 1 and until further notice d Manan leaves Grand Manan 7.30 a.m., for St. John, return- St. John Wednesdays 7.30 a.m., via Campobello, Eastport and Beach.

Grand Manan Thursdays 7.30 St. Stephen, returning Friday a Campobello, Eastport and St. both ways.

Grand Manan Saturdays 7.30 nd trip St. Andrews, returning oth ways via Campobello and

Standard Time.

SCOTT D. GUPTILL, Mgr

ME STEAMSHIP CO., LTD.

S. S. "Connors Bros." is tempor- her route the auxiliary boats onnors" and "Page" will supply till further notice.

St. John, N. B., Thorne Wharf ehouse Co., on Saturday, 7.30 a. t. Andrews, calling at Dipper Beaver Harbor, Black's Harbor, y or Letite, Deer Island, Red George. Returning leave St. Tuesday for St. John, calling at Back Bay, Black's Harbor, Harbor and Dipper Harbor, tide her permitting.

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

2851; manager, Lewis Connors Harbor, N. B.

Company will not be responsible debts contracted after this date written order from the Com- Captain of the steamer.

CHURCH SERVICES

ERIAN CHURCH—Revd. W. M. , B. Sc., Pastor. Services every , 11 a m. and 7 p. m. Sunday 2.30 p. m. Prayer services Fri ening at 7.30.

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

NDREW CHURCH—Revd. Father an, D. D. Pastor. Services Sun- t 8.00 a. m., 10.30 a. m. and 7.30

AINTS CHURCH—Revd. Geo. H. 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 ide every Sunday afternoon at 3 ck except the last Sunday in the th when it is held at 7 in the ing.

ANDREWS POSTAL GUIDE

LBERT THOMPSON, Postmaster

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

ey Orders and Savings Bank Busi- ransacted during open hours.

ers within the Dominion and to the d States and Mexico, Great Britain and all parts of the British Empire, s per ounce or fraction thereof. In on to the postage necessary, each etter 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 ent rate applies do *not* require the Tax" stamp.

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

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

ES: 12.20 p. m. CLOSES: 5.05 p. m.

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

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

R. A. STUART, HIGH SHERIFF

he of Sittings of Courts in the County arlotte:—

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

UNTY COURT: First Tuesday in Feb- and June, and the Fourth Tuesday tober in each year.

ge Carleton.

ARLOTTE COUNTY REGISTRY OF DEEDS.

ST. ANDREWS, N. B.

George F. Hibbard, Registrar

ice 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, APRIL 28, 1917 — NO. 44

CATO'S SOLILOQUY ON THE IMMORALITY OF THE SOUL

IT must be so—Plato, thou reason'st well,
Else whence this pleasing hope, this fond desire,
This longing after immortality?
Or whence this secret dread and inward horror
Of falling into nought? Why shrinks the soul
Back on herself and startles at destruction?
—'Tis the Divinity that stirs within us,
'Tis heaven itself that points out an hereafter,
And intimates Eternity to man.
Eternity!—thou pleasing—dreadful thought!
Through what variety of untried being—
Through what new scenes and changas must we pass!
The wide, th' unbounded prospect lies before me;
But shadows, clouds, and darkness rest upon it.
Here will I hold:—If there's a power above us,
(And that there is all nature cries aloud
Through all her works,) he must delight in Virtue;
And that which he delights in must be happy:
But—when?—or where?—*This* world was made for Cæsar.
I'm weary of conjectures:—This must end them.

[*Laying his hand on his sword.*

Thus I am doubly armed; my death and life,
My bane and antidote are both before me.
This in a moment brings me to an end,
But this informs me I shall never die.
The soul, secured in her existence, smiles
At the drawn dagger and defies its point.
The stars shall fade away, the sun himself
Grow dim with age, and nature sink in years;
But thou shalt flourish in immortal youth,
Unhurt amid the war of elements,
The wreck of matter, and the crush of worlds.

From *Cato*, by JOSEPH ADDISON.
(Born May 1, 1672; died 1719.)

BROTHERS OF THE GHETTO

THE Hebrew Moussi Ben Attash lay dying on a heap of mattresses piled up in a gaudily decorated recess of an upper chamber of a house in the Mellah—Jews' quarter—of Fez. Outside the door on the gallery that overhung the deep courtyard the women of his family wept loudly, beating their breasts and ever and anon giving forth shrill cries.

Beside Moussi sat his brother Yakoub, dressed in a long black gabardine and wearing on his head the little black cap which still largely is the badge of the Jew in the interior of Morocco. In front, his head was shaved, but from each temple hung a long lock of unkempt hair which almost touched his dying brother's face as he leant over him the better to hear his injunctions.

"Listen, Yakoub," said Moussi; "I know my hour is come, and before I die I wish you, O my brother, to swear to me that you will guard and protect my son—my only child"; and Yakoub swore.

"I have yet things to say," went on Moussi, "and there is something you must do, and at once. Rahel, my wife, knows where my money is, she has it. But I have always concealed even from her a little fortune against evil days. I fear to leave it in money. Gold is a slippery thing in the hands of a woman, and my son Haroum is still but a boy. I meant to turn it into jewels, but I delayed too long. The day this illness laid me low I was in negotiation for the emeralds and pearls of the Moslem Ben Haddou, who has a great sum of money to pay to the Sultan. The price was arranged—400 louis for the five emeralds and two strings of small pearls and 300 for the great diamond ring. Go to him, Yakoub, and complete the purchase and bring me the jewels that I may put them in a place of safety before I die"; and from under the bedclothes Moussi drew a little sack. "Here," he said, "are the 700 louis. Go quickly. There is no bargaining to be done. All is arranged." So Yakoub concealed the heavy little sack under his gabardine and passed out into the street.

THE DECEPTION

Now the Moor Ben Haddou was in a bad way. He was rich and his time had come to be squeezed, and the Sultan and the Viziers had demanded a large sum of money from him. He had expended already his wide fortune in money, had borrowed from the Jews, and was now selling his wives' jewels in order to retain the good will of the Sultan and his post as Governor of one of the big southern tribes. His life, perhaps, depended on his being able to pay the amount demanded. To him entered Yakoub. "I come," he said, "on the part of my brother Moussi Ben Attash, to fetch the jewels that you sold him, the two strings of pearls and the five emeralds. The diamond ring he does not want now; perhaps he may send for it later, another time; and Yakoub counted out the 400 louis and took the precious stones. But he did not return directly to his brother's house; he turned down a narrow alley to his own home. There, in an upper chamber, after he had carefully bolted the door, he opened an iron-bound chest and deposited therein the 300 louis that remained over of his brother's money. Then he drew out a little box, from which he extracted a small roll of tissue paper. Carefully unfolding it, a large pear-shaped pearl was exposed to view. With a hurried movement he slipped the pearl into his wallet with Ben Haddou's jewels. This done, he made his way back to Moussi's house.

Moussi stirred as he entered and murmured, "Have you done all I begged of you?"

"I have my brother. I have done better than you thought. I have not bought the ring; Ben Haddou had sold it just before I arrived. He said you had delayed too long."

"True, true. I delayed."

"But he gave me instead what is worth many rings—a fortune for your child, Moussi! A dowry for his wife! A pearl of great value. Ben Haddou had no idea of its worth. He had it from a palace slave, who no doubt stole it. It is worth many diamond rings. It is a pearl of great value."

"I cannot see," said Moussi, "my eyes are dim and the room is dark, but lay it in my hand that I may touch it," and with the bony fingers of his right hand he affectionately stroked the pearl, which his brother had placed in the palm of his left.

"You are sure, Yakoub! It is very big."

"I am sure, my brother. There is no doubt of it, and I am the best judge of pearls in Fez."

"Remember, Yakoub, it is the fortune of my son—his marriage portion. Swear to me that you are sure."

And Yakoub swore, and Moussi's fears were allayed, and he smiled and kissed his brother's hand and said, "Be thou blessed amongst men, O my brother, for thou hast proved the saviour of widows and orphans. May the God of our fathers bless thee."

And Yakoub murmured "Amen."

In the night Moussi died.

THE JOURNEY

Now Haroun, Moussi's son, had grown up, Rahel, his mother, had given him the five emeralds and the two strings of pearls, and Haroun had sold them, and invested the money in trade and was prospering. But Rahel kept the pearl, and told no one of it. With it she meant to pay the wedding expenses of her son, and his bride's dowry, for without the bestowal of a dowry he could hope for no bride of the higher class. So, whispering in the ear of a rich Jew trader, much respected and worthy, that she could give her son a handsome dowry and set him up in house, she arranged a marriage between Haroun and the merchant's daughter. And the day that the marriage contract was drawn up she took Haroun aside and gave him the great pearl—and the joy of both of them was great, and they blessed the memory of Moussi, who had bought them this happiness.

Haroun took the pearl and would have sold it at once,—but none of the rich Moors would purchase it, for it was of great value, and the harvest had been bad and there was little money to spend in jewels. So he decided to take it to Paris and dispose of it there.

A fortnight later Haroun entered the shop of a well-known jewel merchant in the Rue de la Paix and, showing a letter of recommendation which he had received at Tangier en route, he told him that he had come from Fez to dispose of a pearl of great value.

"It is far," said the jeweller.

"Yes it is far," he replied; "to-day is the 14th day of my journey." And he laid the pearl on the table in front of the jeweller.

"This is all you have come for, to sell this pearl"?

"That is all."

"Then I am sorry indeed. The pearl is false. It is worthless."

In silence Haroun left the shop.

THE DENUNCIATION

Now Rahel looked neither to the right nor to the left as she pushed her way through the narrow, crowded streets of the Jews' quarter of Fez until she stood in front of the house of Yakoub. For a moment she kept silence, then, raising her right hand high above her head, she cried:—

"The curse of Jehovah upon thee, O thou falsest of men! May thine eyes grow dim with the darkness of tears! May thy lying tongue rot in thy throat! May thy progeny die of foul diseases, and may thy sons' wives and thy daughters bear abortions! May——!"

There was a movement to stop her. These curses were too awful for human ears; but she flung herself free and cried again:—

"O despoiler of widows and orphans, O robber of your brother's child, O perjured one who swore falsely on the Law at your brother's deathbed—May the curse of Jehovah rest on thee and thine for ever! O seller of pearls of great value, may thy jewels turn to fire and burn thee! May thy money crush thee and kill thee! May the fires of heaven destroy thy house and the floods invade thy chambers! O most perjured one amongst the perjured, may the curse of Jehovah rest on thee."

The crowd that had collected round her trembled. No one touched her. She stood alone, her hand still raised on high, her headdress of silk scarves all disheveled, and her bosom heaving under her great emotion.

For several days Yakoub did not leave his house, and when at last he ventured into the street it was an old and a haggard Yakoub. Feared stared from his eyes. As he passed the people made way for him and drew aside. And in all the crowded quarter of his co-religionists Yakoub was alone. He died a few weeks later, having lain for a time unconscious and paralysed. But just before he breathed his last breath he regained for a few moments the power of speech and muttered "A pearl of great value."—Walter Harris, in *The Times*, London.

Minard's Liniment Lumberman's Friend

BOOTH FISHERIES COMPANY

Directors of the Booth Fisheries Company have a plan under consideration to recapitalize the company by the issuance of new common shares of no par value in exchange for the present $5,000,000 common stock, consisting of 50,000 shares of $100 par value each, says the *Chicago New*. It is understood that it has been practically decided to issue the common in the ratio of at least two new shares for one of old.

Interests well informed as to the company's affairs say that the company's assets in excess of the amount of debentures and preferred stock outstanding are worth $10,000,000, or double the amount of present common stock. When the company succeeded the old A. Booth & Co. in 1909 the properties were taken over on a very conservative basis of valuation. Since that time there has been a large increase in the value of the properties, particularly the real estate.

Booth Fisheries common as a result of the proposed recapitalization has risen 32 points this month, while most other stocks have beeu declining. To-day the price rose 6½ points to 111½, closing at 111.

Last year the company sold a tract of Detroit real estate to the Pennsylvania Railroad at a price well above the book cost. The company's real estate holdings are very large and have for the most part been held over a long period of years in growing cities. Although since 1911 it has charged off $1,900,000 for depreciation an official of the company recently said that the enhancement in value of real estate has been so large that no depreciation charge was really necessary. The company owns branches in seventy cities, in many of which it owns land and buildings. Besides, it owns four public cold storage plants. Its marine fleet consists of 110 steamships, tugs, etc., and 571 sailing vessels. Some of the steamers are in ocean service. Shipping, as is well known, has greatly increased in value since the outbreak of the great war.

The company has been taking over new properties at frequent intervals with little increase in capital liabilities. In 1915 it bought the canneries of Gorman & Co. in Washington State. In the same year it acquired the Mississippi Valley Warehouse Company, of St. Louis. In 1916 it took over the big New Brunswick Sardine Canning Company at St. Andrews, N. B. A number of other sardine plants have since been acquired.—*The Fishing Gazette.*

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 April 21, is as follows:

St. John County—	
236 Battallion	14
9th Siege Battery	2
Canadian Engineers	3
C. A. S. C.	5
16th Field Ambulance	5
Forestry Company	3
Machine Gun Draft	1
	33
Carleton County—	
16th Field Ambulande	3
65th Field Battery	7
Home Service	1
	11
York County—	
9th Siege Battery	4
Canadian Engineers	1
C. A. S .C.	1
Forestry Company	2
Aviation Corps	1
	9
Kings County—	
Forestry Company	6
236th Battalion	1
C. A. S. C.	1
Aviation Corps	1
	9
Restigouche County—	
Forestry Company	7
Field Artillery Draft	2
	9
Northumberland County—	
9th Siege Battery	1
Home Service	3
	4
Charlotte County—	
236th Battalion	1
65th Field Battery	2
	3
Kent County—	
Home Service	2
	2
Westmorland County—	
Canadian Engineers	2
	2
Gloucester County	0
Albert County	0
Victoria County	9
Queens and Sunbury	0
Madawaska County	0
Total for week	82

MAINE PROHIBITION VOTE.

To the Editor of *The New York Times*:

The fact that the Maine State Legislature has just voted down a "bone-dry" law by a vote of 100 to 31 shows that the good prohibitionists of that State are not yet ready for real prohibition. They are for the law, but "agin" its enforcement.

H. L.

New York, April 10, 1917.

QUAKERS IN WAR.

"The Quakers may be depended upon, however, to prove loyal to the nation and to human liberties," writes Horace Maher Lippincott, in the *Public Ledger* "even if they show it in as peculiar a way as one of their number who was a ship's captain and lay at anchor in a foreign port. Espying a piratical looking fellow coming up a rope over the side of the ship, he said: "Friend, if thou wants that rope, thou can have it," and he cut the rope, letting the marauder down to a watery grave, quickly and quietly."

"She believes everything she is told, doesn't she?" "Yes, indeed. Why, that woman would even believe a letter of recommendation."—*Life.*

News of the Sea

——London, April 21.—An Admiralty announcement reads:

"The vice-admiral at Dover reports that on the night of April 20 five German destroyers attempted a raid on Dover.

"The raid resulted in their firing a number of rounds into a ploughed field a few miles from Dover.

"The enemy appears then to have steered in the direction of some of our shipping, possibly with the intention of attacking, but was met by two vessels of the Dover patrol.

"In five minutes these two vessels engaged and sank at least two, possibly three, out of the five enemy boats, the remainder making off at high speed during the short engagement, escaping in the darkness.

"Our vessels suffered no material damage, and our casualties were exceedingly slight in comparison with the result obtained.

"Our patrol vessels were handled with remarkable gallantry and dash, and the tactics pursued were very fine examples of destroyer work.

"We were fortunate in being able to save the lives of ten German officers and 95 men from the vessels sunk."

——London, April 19.—The torpedoing of an unnamed Scandinavian steamship with the loss of all on board except Capt. Karstein Olsen is reported in a Reuter dispatch from Christiania. The captain says the submarine rose to the surface after the torpedo had been fired and watched twenty-nine persons drown without offering assistance.

The Norwegian press severely comments on this incident. The *Shipping Gazette* says the present situation of Norway is worse than if she were at war. It adds that the United States should have the most cordial coöperation of all the Scandinavian countries in the effort to shut off Germany from exports, even from neutral countries. "All neutrals ought voluntarily to break off commercial relations with Germany," it says.

——London, April 21.—A dispatch to the Central News from Copenhagen, says an official Norwegian communication, announces that the steamer *Bergengut* has been sunk by a German submarine, and that eight of the crew were killed.

It is also reported that the Norwegian steamer *Norden*, 766 tons gross, has been captured by Germans and taken to Cuxhaven.

——Amsterdam, April 21.—The Belgian relief ship *Kongsli* has been sunk by a mine or submarine. One of the crew is missing, the remainder having been rescued.

The *Kongsli* was hit while in the so-called safe zone on Friday night. The missing man is the second mate, a Norwegian; the others who were on board, thirty-four in number, of whom nineteen are Americans, have been landed in Ymuiden.

The vessel was struck on the starboard side. Because of the darkness, the cause of the explosion that sank the vessel remained undiscovered. The crew was rescued by trawlers.

Portland, Me., April 21.—The Norwegian steamer *Kongsli* carried 6,000 tons of wheat from this port for the Belgian Relief Commission. The members of the crew were mostly Americans, commanded by Capt. A. S. Olsen, of Bergen, Norway. The ship, an oil-burning craft, arrived here March 17 from African ports.

The *Kongsli* was a Norwegian steamer of 5,826 tons gross. She was originally the *Artisan*, built at Sparrows Point, Md., in 1916, for the American-Hawaiian Steamship Company. She sailed from Portland, Me., on March 31, for Rotterdam, with supplies for the Belgian Relief Commission.

——London, April 22.—To-day the Secretary of the Admiralty issued the following statement:

"On the evening of April 17, the *Donegal* and *Lanfranc*, while transporting wounded to British ports, were torpedoed without warning. The *Donegal* carried slightly wounded cases—all British. Of these twenty-nine men as well as twelve of the crew, are missing, and are presumed to have been drowned.

"The *Lanfranc*, in addition to 234 wounded British officers and men, carried 167 wounded German prisoners, a medical personnel of fifty-two aud a crew of 123. Of these, the following are missing and are presumed to have been drowned—two wounded British officers; eleven wounded British other ranks; one royal army medical corps staff; five German officers and ten wounded Germans other ranks.

"One hundred and fifty-two wounded German prisoners were rescued by British patrol vessels at the imminent risk of being themselve torpedoed.

"Owing to the German practice of sinking hospital ships at sight and to the fact that distinctive marking and lighting of such vessels render them more conspicuous targets for German submarines it has become no longer possible to distinguish our hospital ships in the customary manner. One of these two ships, therefore, though carrying wounded, was not in any way outwardly distinguished as a hospital ship. The distinctive markings on the other had not yet been removed. Both were provided with an escort for protection."

The *Lanfranc* was a vessel of 6,287 tons gross. She was 418 feet in length and was built in 1907. Her owners before the war were The Booth Steamship Company of Liverpool.

The *Donegal* registered 1,997 tone gross. She was built at Greenock in 1904 and was 331 feet long. The Midland Railway Company, of Belfast, owned the steamer before she was taken over by the British admiralty.

London, April 22.—The story of the sinking of the hospital ship *Lanfranc* will rank with the undying histories of the *Birkenhead* and *Tyndareus*, according to a British officer. The British soldiers stood at attention while the ship was slowly sinking beneath them. Their conduct was in marked contrast to that of the Prussian Guardsmen aboard, who in the moment of danger rushed for the lifeboats.

"The *Lanfranc* was attacked by a submarine about 7.30 o'clock Tuesday evening," said the officer. "The crash shook the liner violently, the explosion sending splinters of wood and glass flying in all directions. Within a few minutes the engines stopped and the vessel seemed to be sinking rapidly, but to our surprise she steadied herself, and after a while remained motionless. We had aboard prisoners of the Prussian Guard and many British wounded, including some serious cases.

"The moment the torpedo struck, the Prussians made a mad rush for the lifeboats. When they were ordered to await their turn, many showed cowardice by dropping on their knees and imploring pity.

"The crew and staff went to their posts. The stretcher cases were lowered first to the boats. Meanwhile, in response to distress calls, many vessels came hurrying to our assistance. Even while wounded and helpless Tommies lay unaided in their cots, the cowardly prisoners made another attempt and managed to crowd into a lifeboat, which, however, toppled over directly it was lowered. Then they fought with each other to reach another boat containing some gravely wounded.

"I shall never forget the behavior of our own lads. They tried to stand at attention, crippled as they were, while the grave cases were being looked after. The crew and staff remained at their posts until the last man was taken off. Some doffed their garments and threw them to those in the lifeboats wanting warm clothing, and in the midst of the distress and tragedy our men were able to strike up some popular ditties."

——London, April 24.—It is officially announced in Norway, says a Central News dispatch from Christiania, that the Norwegian steamer *Reice* has been sunk by German submarines in the North Sea and the Norwegian steamer *Skjold* of 1,125 tons, in the Atlantic.

——London, April 24.—The American Commission for Relief of Belgium has learned that the relief ship *Kongsli* has arrived in port, and that it is expected that three-fourths of the cargo will be saved. All of the crew, except the second mate, were saved. The second mate is missing. Officers of the steamer state that she was undoubtedly torpedoed, although a submarine was not seen. The attack, they say, occurred in the so-called free zone in a district where no mines have previously been encountered.

An Amsterdam dispatch, April 21, reported that the relief steamer *Kongsli*, had been sunk by a mine or a submarine and that one member of the crew was missing. A later dispatch from Ymuiden stated that it had been ascertained that the *Kongsli* had not been sunk, but was being towed into port.

——London, April 24.—Officials here of the commission for relief in Belgium have been advised that the steamship *Ringhorn* outward bound from Rotterdam with a safe conduct, has been sunk.

The *Ringhorn* was a Norwegian vessel of 1,713 gross tons. She was 268 feet long and built at Bergen in 1904. The *Ringhorn* left Perth Amboy several weeks ago on her last eastern voyage across the Atlantic.

——London, April 25—Captain Rice, of the American steamship *Mongolia*, which has arrived at a British port, told the Associated Press to-day that the *Mongolia* fired the first gun of the war for the United States and sunk a German submarine.

The submarine, Captain Rice said, was about to attack the liner in British water on April 19. He declared there was absolutely no doubt that the U-boat was hit, and that there was every reason to believe it was destroyed.

New York, April 25—The steamer *Mongolia*, a vessel of 13,638 tons, owned by the International Mercantile Marine Company, left an American port for England on April 7, on her second trip since Germany's submarine declaration of Feb. 1.

——London, April 25.—The weekly statement of vessels sunk, as made public this evening, shows that forty vessels of over 1,600 tons each were sent to the bottom by mines or submarines.

The statement reads:

"Weekly shipping returns:

"Arrivals, 2,586.

"Sailings, 2,621.

"Sinkings, by mine or submarine, over 1,600 tons, forty, including two sunk in the week ending April 15; under 1,600 tons, fifteen, including one sunk in the week ending April 1.

"Vessels unsuccessfully attacked, 27, including one attacked the week ending April 8.

"Fishing vessels sunk, nine, including one sunk the week ending April 15."

The above report shows the greatest number of merchant vessels reported sunk by mine or submarine in both categories, 1,600 tons and over and under 1,600 tons—made public by the British government since it has issued its weekly statement of shipping losses.

The average has been running from fifteen to twenty of the larger steamers and from eight to twelve of the smaller craft. The number unsuccessfully attacked is also greatly increased, this running on the average from twelve to eighteen. As the number of steamers arriving and leaving port is but slightly increased it would seem there had been a sudden accession to the number of submarines operating or else a weakening in the preventive measures taken.

——Halifax, April 25.—The officers and crew of Furness liner *Anhapolis*, sunk by German submarines, were saved, according to a cable received this morning.

Willie—"Ma, may I have Tommy Wilson over to our house to play, Saturday?" Mother—"No, you make altogether too much noise. You'd better go over to his house and play."—*Boston Transcript.*

News in Brief

——Paris, April 21.—The conference of the French, British, and Italian Premiers on Thursday, at St. Jean de Maurienne, in Savoy, was marked with great cordiality. The three Premiers reached complete unanimity on all diplomatic and military questions and on the subject of sacrifices that the war calls for from each of the Allied countries. The conferance was held in a parlor car on the Ministerial special train, and lasted from nine o'clock in the morning until nine o'clock in the evening. The result was learned here after the return to Paris of Premiers Ribot and Lloyd George.

——Ottawa, April 22.—A message has been received by the Govenor General from the Secretary of State for the Colonies that the Imperial War Conference desires to place on record the view that the resolution of the Imperial Conference of April 20, 1907, should be modified to permit of India being fully represented at all future Imperial Conferences, and that the necessary steps should be taken to secure the assent of the various governments in order that the next Imperial Conference may be summoned and constituted accordingly.

——Washington, April 24.—At the head of the French mission, now in the United States, is Rene Viviani, Minister of Justice and Vice-President of the Council of Ministers, who embodies the highest type of French democracy. He is a progressive in every sense, belonging to the Independent Socialist party.

Other members of the party are: Marshal Joseph Jacques Cesaire Joffre, commander-in-chief of the French armies until last December, now military adviser of the Government; Vice-Admiral P L. A. Chocheprat, dean of French admirals and expert on submarine problems; Marquis Pierre de Chambrun, member of the Chamber of Deputies and a student of international affairs; M. Simon, inspector of finances; M. Hovelacque, inspector general of public instruction; Surgeon-Dreyfus.

BRITAIN'S MISSION TO THE UNITED STATES ARRIVES

MR. BALFOUR'S ADDRESS TO CANADIANS

Washington, April 22—Arthur J. Balfour. Great Britain's Foreign Secretary, and the British commissioners sent to confer with American officials, arrived safely at 3 o'clock this afternoon. They were welcomed at the Union station by Secretary Lansing and the British ambassador.

ARRIVAL AT HALIFAX

Ottawa, April 22—The Rt. Hon. A. J. Balfour arrived at Halifax on Saturday morning. He was met by Admiral Browning, commading the North Atlantic squadron, and Col. Henderson, military secretary to His Excellency the Duke of Devonshire.

In a message to His Excellency the Governor-General, Mr. Balfour pays tribute to Canada's part in the war and urges that a Canadian representative join the Entente commission at Washington. Mr. Balfour's message to the Canadian people is as follows:

"I am glad that owing to the chances of war a diplomatic mission from Great Britain to the United States should first set foot upon American soil in Canada, and that it should fall to me, a Scot by birth as are so many thousands of your fellow-citizens, to bear witness to the heroism and the patient sacrifice of your sons and your daughters.

"The roll of honor of the British Empire has many names upon it which kindle our imagination, and in the mention have power to knit us all together. Upon that roll the names of Ypres and Vimy Ridge will bear witness to the world through history that, when the cause was just and the peril great, Canada would spare nothing of what in peace time men hold dear.

"I knew well that heroism and sacrifice are not confined within the limits of the battlefield. Sir Robert Borden has had a story to tell in Great Britain of effort prodigally offered to the imperial cause in every township from ocean's coast to ocean's coast, of the prudent counsels of your provinces and their statesmen in matters of administration and finance, of the contrivance of your men of business, of the munition work that your men and women have performed.

"Finally, but not least, I would not have forgotten in the Empire the service of Canada in the Red Cross. You have combined to the utmost limit of your prosecution of the war. In times of reconstruction, such as these, they form the only foundation upon which empires can be built that have any service to offer to mankind. I have been sent upon a mission to your neighboring state. I think of it as your mission as well as of ours, and I trust that a representative from Canada will join me in Washington."

"So you think if the women were all enfranchised they would nominate a woman for President and she would sweep the country?" said the man who wanted to start an argument. "Oh, no," answered the suffragist, sweetly. "Sweeping is entirely out of date. She would run a vacuum cleaner over the country."—*Buffalo Empress.*

——London, April 25.—A statement from the Norwegian Foreign Office, as forwarded from Copenhagen by Central News, reports the sinking of the following Norwegian vessels: Sailing Ships: *Vestelo, Ville-de-Dieppe* (1,254 tons gross), *Shield*. Steamships: *Gerda* (979 tons), *Gisko* (1,643 tons), *Godo* (870 tons), *Ellida* (1,124 tons), *Valerie*. The Danish steamship *Ydun* (645 tons), from Friedrichshafen for Christiania with passengers and freight, has been captured by the Germans.

Three of these vessels are not listed in maritime reference books. Although no Norwegian steamer *Valerie* is given, there is a Norwegian sailing vessel of that name, 2,140 tons gross.

MISS IDA GARDNER
as she sang at the Imperial Theatre, St. John, N. B., Monday, April 2, in direct comparison with EDISON'S RE-CREATION of her voice.

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LOCAL TROUBLE IN CHINA

Chengtu, China, April 23.—Fierce fighting has broken out in the streets here between the Szechuen and Yunnan troops. The outbreak is the climax of the friction between the two parties which has steadily increased since the Yunnanese forces entered Chengtu last April. The direct cause was the attempt of the military governor of Szechuen, who is a Yunnanese, to disband the provincial troops and strengthen his grip on the province.

The fighting started on Wednesday and continued all next day and night. Many houses were burned and trenches and barricades were constructed by both parties. The British, French, and Japanese Consuls, at much personal risk, have succeeded in arranging an armistice, but the situation is still critical. All foreigners are safe, so far.

Chengtu is the capital of the Province of Szechuen, which lies directly north of the Province of Yunnan, in the southwest of China. Chengtu is one of the largest and most important cities of China. Its population is estimated at 800,000 and it is the seat of eight American and British missions, with a personnel of 52 men and 68 women.

When Yuan Shi-kai had himself proclaimed Emperor a year ago, the Province of Yunnan revolted and sent an army against Szechuen, which remained loyal to the president. Since that time Yunnan has been the headquarters of the revolutionary agitation in Southern China.