The Beacon

VOL. XXVII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, FEBRUARY 5, 1916 — NO. 32

TRAVEL

EASTERN STEAMSHIP LINES
ALL-THE-WAY-BY-WATER.

FRONTIER LINE
Leave St. Andrews Tuesday at 8.15 a.m. for Calais and Intermediate Landings. Return, leave Calais Monday at 9.00 a. m. Leave St. Andrews 11.00 a. m. for Eastport.

INTERNATIONAL LINE
S. S. NORTH STAR
Leave St. John Thursday at 9 a. m. Eastport at 2.30 p.m., for Lubec, Portland and Boston. Return, leave Central Wharf Boston, Monday at 9 a.m.

MAINE STEAMSHIP LINE
Between Portland and New York
Steamships "North Land" and "Herman Winter." Reduced Fares, Reduced Stateroom Prices. Schedule disturbed. Information upon request.

P. E. CHADWICK, Agent, Calais, Me.
A. H. LEAVITT, Supt., Eastport.
C. B. KINGSTON, Commercial Agent, Eastport, Me.

CHANGE OF TIME
Grand Manan S. S. Company
Grand Manan Route—Season 1915-16

After October 1, 1915, and until further notice, a steamer of this line will run as follows:

Leave Grand Manan Mondays at 7.30 a. m. for St. John, via Eastport, Campobello and Wilson's Beach.

Returning, leave Turnbull's Wharf, St. John, Wednesdays at 7.30 a. m. for Grand Manan, via Wilson's Beach, Campobello and Eastport.

Leave Grand Manan Thursdays at 8 a. m. for St. Stephen, via Campobello, Eastport and St. Andrews.

Returning, leave St. Stephen Fridays at 7.30 a. m. for Grand Manan, via St. Andrews, Eastport and Campobello.

Leave Grand Manan Saturdays at 7.30 a. m. for St. Andrews.

Returning same day, leaving St. Andrews at 1 p. m., calling at Campobello and Eastport both ways.

Atlantic Standard Time
L. C. GUPTILL, Manager
Grand Manan.

MARITIME STEAMSHIP CO., LTD.

Until further notice the S. S. Connors Bros. will run as follows:

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

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

'Phone 77; manager, Lewis Connors, Black's Harbor, N. B.

The Company will not be responsible for any debts contracted after this date without a written order from the Company or Captain of the steamer.

CHURCH SERVICES

PRESBYTERIAN CHURCH—Revd. W. M. Fraser, B. Sc., Pastor. Services every Sunday, 11 a. m. and 7 p. m. Sunday School, 2.30 p. m. Prayer services Friday evening at 7.30.

METHODIST CHURCH—Revd. R. W. Weddall B. A., Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School 12.00 m. Prayer service, Friday evening at 7.30

ST. ANDREW CHURCH—Revd. Father Meahan, D. D. Pastor. Services Sunday at 8.00 a. m., 10.30 a. m. and 7.30 p. m.

ALL SAINTS CHURCH—Revd. Geo. H. Elliott, B. A., Rector. Services Holy Communion Sundays 8.00 a. m. 1st Sunday at 11 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sundays at 7.00 p. m. Fridays, Evening Prayer Service 7.30.

BAPTIST CHURCH—Revd. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School, 2 p. m. Prayer Service, Wednesday evening at 7.30.

CHARLOTTE COUNTY REGISTRY OF DEEDS.
ST. ANDREWS, N. B.

George F. Hibbard, Registrar
Minerva P. Hibbard, Deputy Rgr.
Office hours 10 a. m. to 4 p. m., Daily. Sundays and Holidays excepted.

SHERIFF'S OFFICE ST. ANDREWS, N. B.
R. A. STUART, HIGH SHERIFF

Time of Sittings of Courts in the County of Charlotte:—

CIRCUIT COURT: Tuesday, May 9, 1916, Justice Barry; Tuesday, October 3, 1916, Chief Justice K. B. D., Landry.

COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year.

Judge Carleton.

ST. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

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

Money Orders and Savings Bank Business transacted during open hours.

Letters within the Dominion and to the United States and Mexico, Great Britain Egypt and all parts of the British Empire, 2 cents per ounce or fraction thereof. In addition to the postage necessary, each such letter must have affixed a one-cent "War Tax" stamp. To other countries, 5 cents for the first ounce, and 3 cents for each additional ounce. Letters to which the 5 cent rate applies do *not* require the "War Tax" stamp.

Post Cards one cent each to any address in Canada, United States and Mexico. One cent post cards must have a one-cent "War Stamp" affixed, or a two-cent card can be used. Post cards two cents each, to other countries. The two-cent cards do *not* require the "War Tax" stamp.

Newspapers and periodicals, to any address in Canada, United States and Mexico, one cent per four ounces.

ARRIVES: 12.10 a.m.
CLOSES: 5.10 p.m.

All matter for registration must be posted half an hour previous to the closing of ordinary mail.

Readers who appreciate this paper may give their friends the opportunity of seeing a copy. A specimen number of THE BEACON *will be sent to any address in any part of the world on application to the Beacon Press Company, St. Andrews, N. B., Canada.*

DEPARTURE

Forth to the fields of France at last you go,
Leaving your home and those most dear behind;
Yet peace for ever dwells within your mind,
And such a peace as only they can know
Who far beyond the whole world's overthrow
See happy visions of redeemed mankind,
And still with faith unconquerable find
Love throned supreme above our passing woe!

So to the Sovereign Love who loveth all
Our best-beloved with joy do we commend;
Yielding Him praise because you heard the call,
And thank because He gives us you for friend,
Knowing full well, whatever may befall,
He guides, sustains, and saves you to the end.

G. K. A. BELL, in *The Times*, London.

MRS. MURPHY ON SAVING

VERY near lost my patience the other day. The lady at a house where I goes was handing me the usual half-crown for four shillings' worth of work, and had the cheek to ask me if I never put by nothing for a rainy day.

"No, ma'am," I said. "I don't because I'm out in the wet already. And no umbrell."

Nice thing to ask a poor old woman whose life has been one everlasting blizzard, to put by something for a rainy day. How am I to do it? I pays my rent. I've got into the habit of eating at times. I can't see without light, wash without soap, cook without fire, dress without clothes, or get anything without paying for it. Seeing that it's a lucky week when I makes my ten bob, and that I has them little things to attend to, you'll understand why I ain't putting money by in the post-office. And then to hear that lady talking to me as if I ought to chuck racing, and the yacht, and the second motor.

"Saving ain't altogether what it's cracked up to be. I've knowed some as put by every farthing they could, and they were not pleasant to live with. My first husband were a saving man, and he saved out of me mostly. If there were anything I wanted I couldn't have it. And my second husband spent that money, and spent it mostly on himself. Never done me no good either way. It's enough to give anybody a prejudice, you know.

I knowed one family where a deal of fuss was made about money-boxes. They was teaching the children thrift, they was. And what was the consequence? The youngest kid of all saw that when her brothers and sisters dropped money into their money boxes they was always praised for it. But she did what she could. She took fourteen-and-six what the cook had left on the kitchen dresser, and dropped it down the grating at the side of the pavement into the main drain. It amused me, that did, but some of the others didn't seem to see the joke.

I remember the only time my second husband ever saved anything. He heard of a good berth and one as would have suited him, for with all his faults he was clever at his trade. He starts out one morning to see the boss. He had to walk nearer three miles than two, and he wouldn't spend a penny on a 'bus.

When he got to the place the boss told him he were just two minutes too late. That berth had been give to another man. Oh, yes, he'd saved his penny 'bus fare all right, but he spent eightpence on beer before he come back. And I always thought that that disappointment was one of the things as give him a distaste for regular work in after life.

I knowed a housemaid once as had just been paid her month. It were her evening out, and she took her purse with her. She saw a hat in a shop window as took her fancy no end. She felt she would look something in that hat. She knew the price was more than she ought to give, but that couldn't be helped. Just as she was going into the shop she changed her mind. She wasn't going to be misled by vanity, she wasn't. She would go straight away to the post-office and pay the money in and get out of the way of temptation. She were just a few yards away from the post-office when a man snatched her purse and did a bunk with it. So she lost the lot. At the end of the next month she went straight for the hat-shop again, but the hat as she wanted were gone. Bound to be.

They don't put stories like them in the good books for the young, but all the same they happens.

Then, again, saving is a habit what grows on you just the same as drink. Only last Sunday I read in my paper about some old woman as died of starvation. And they found two hundred golden sovereigns in her house and she'd got more in the bank. Where is the sense of it? We ain't in this world for evermore, and our last train out don't carry no luggage. If that old woman had took them sovereigns and pitched them in the Thames she'd a' been acting just as sensible, for all the good they ever did her. There's many a one saves money when he might enjoy it, and has it to spend when he can't enjoy it.

Of course, there's two sides to every picture, and many a one has felt the benefit of money put by. Nobody's denying it. All I says is that saving ain't always the great catch it's held out to be. The thinnest you spread your butter the more bread it will cover. But when you don't know how much bread you've got you may spread it just a bit too thin. The same thing with money. The less you spend the longer it will last, but you don't know how long you are going to last yourself. And mind, saving money ain't the same as making it. No man ever got rich yet through saving money. Anybody can save.

And then you may ask me why it is that they don't do it. Well, the trouble is that you don't know what it is to be short of cash until you are short. Them as might save don't feel the need for it. Them as feels the need for it ain't got nothing to save.

"Matter of fact, I'm rather of a saving nature myself, though I've got nothing in actual cash to show for it. I can't even bear to leave a tap on the drip, though it is the company's water and it ain't my tap. You'll never find me leaving a light on accidentally as should be turned off. And there ain't very much in the world as I can't make a use of. Why, in one day I made sixpence out of things as ladies had given me to throw away. I never passes a pin without stooping to pick it up, though I've torn my hand several times through forgetting whereabouts in my dress I'd stuck it. Ladies' notices that in me, and it's all in my favour.

That niece of mine, what I spoke of as being in the drapery, she used to tell me as her motto was to be pretty careful with anything of her own, and to use a free hand with anything of her employer's.

"Yes, ducky," I says, "but you can't do it. You can't run two contrariwise habits together. Either you are chucking it about, or you are going careful. If you starts by wasting your employer's stuff you'll go on by wasting your own."

And them words come true, too. Many a time that girl's come to me for sixpence or a shilling, to be paid back when she got her wages at the end of the month. Never give her none yet. Don't encourage that kind of thing. Spending money before you gets it is like eating your dinner at breakfast time.

She were a queer girl, that niece of mine. I remember once it were her afternoon off and she'd asked me to call for her so as we could go up to Highgate and see a few funerals. It was pleasant weather for it. And so I called at the house where she worked. She'd got her hat on already, but just as we were starting she sings out: "Half a minute, auntie," and goes back in the kitchen again. I heard a bit of a crash and she came out smiling.

"I'll tell you what that was," she said. "I was a little unfortunate with the china at first, and so they took to charging me a shilling a month break money. Just as I was starting out with you it came over me in a flash as I hadn't broke anything this month. So I've just done in a vegetable-dish and two teacups. You may as well have what you pays for."

"Yes," I says, "you'll always do that. But you won't always pay for what you have."

I was talking to my old friend, Mrs. Ball, the other day about this very subject. She were saying—and I can't but agree with her—that women was more economithan men. Look in at the railway station at any suburb. The men goes up to town first class, and later in the day their wives go up third. Women take the 'bus, and their husbands take taxis.

Taken generally, women don't drink, smoke, nor gamble. And there ain't a lot of men as don't do all of them. And when a woman finds that she's got to save, she can use a deal of tact about it.

I remember one house where I worked. The lady had reverses. They'd got to pull in a bit. The lady made a list of things, and I happened to come across it accidental afterwards. First, her husband was to give up his clubs. Second, he was to give up cigars and smoke pipes. Third, he was to go teetotal. Fourth, there was to be cheaper food in the kitchen. Fifth, her husband was to sell his motor-bicycle. And so it went on. There was a list of about twenty things in all, and there wasn't one of them that touched her anywhere.

I've noticed frequent as everybody's got something to be mean about. Now I'm going to a house to-morrow where there's enough waste in the kitchen to keep six families. There's plenty of money, and it's chucked about.

All the same, in that house string is sacred. You've got to undo the knots. If you chucks an odd end of string on the fire, and the lady catches you at it, you're likely to lose your job.

Some men are just the same about matches. Now I don't buy no matches myself, because so many boxes comes my way accidental that there ain't no necessity. But I ain't mean about matches; I uses them as required. Yet I've seen men as were well-off burn their silly fingers through trying to make one match do the work of two.

One lady I knows saves them strips of gummed paper what comes off the edge of stamps. She's got a drawer stuffed full of it. And if you asked her what she was going to do with it, she couldn't tell you.

It may sometimes be foolish to save what's worth saving. But what are you to say about cases where folks hoards rubbish? Mostly I says nothing, charwomen not being paid to pass remarks. But it strikes me that, if everybody got their deserts, most of the asylums would have to build an extension.

From *Mrs. Murphy*, by Barry Pain. London: T. Werner Laurie. 1s. net.

LARGEST BRITISH SHIPPING LINES

As usual, the New Year's number of the *Syren and Shipping Illustrated* contains an interesting analysis of the fleets owned by the principal British companies. We extract the following table showing, in respect of gross tonnage owned, the first five lines, together with the number of vessels belonging to each fleet and their average size:

	No. of Vessels	Gross Tonnage	Aver. Size
1. British India	143	700,308	4,830
2. Ellerman Lines (Ltd.) including Bucknalls	133	633,990	4,767
3. Alfred Holt & Co.	84	561,339	6,683
4. P. & O. Co.	62	517,578	8,348
5. Furness Line	118	462,554	3,920

The only change in the order of the companies as compared with last year is that the Furness Line now appears among the first five companies and that the White Star Line has dropped to sixth place.—*The Times*, London.

Minard's Liniment Cures Diphtheria.

TOWN COUNCIL

The regular monthly meeting of the Town Council was held this day, Tuesday, Feb. 1, in the Council-room at 8 o'clock, p. m.

Present, the Mayor, G. K. Greenlaw; Aldermen, Shaw, McFarlane, Hibbard, Keay, Douglas, Lowery, Gardiner, Finigan.

Minutes of meeting of Jan. 4, and special meeting of Jan. 17, read and confirmed.

A communication from James White, assistant to Chairman of Commission of Conservation, in re "Fire Waste Survey," requesting returns on forms supplied, was submitted.

On motion of Ald. Douglas, seconded by Ald. Shaw and carried, the Clerk was instructed to reply to the communication.

An application from D. Will McKay for permission to build a "portable weir" in the Harbor of St. Andrews, off the Block House Reef, was submitted.

Minutes of Aug. 5, 1913, relating to a communication from J. F. Calder, Inspector of Fisheries, in re building a weir in the harbor was read.

Moved by Ald. Douglas seconded by Ald. Shaw, that the application of Mr. McKay be tabled till the next monthly meeting of Council pending inquiry by Council into the matter

A communication from H. C. Groat, General Superintendent of the Canadian Pacific Railway Company, with proposals for a water supply for the Town, was submitted.

After explanations by the Mayor and Ald. Douglas, chairman of the Water Committee, and discussion of the proposition from the C. P. R. Co., it was moved by Ald. Hibbard, seconded by Ald. McFarlane and carried.

That the Communication from the C. P. R. Co., be received and that the verbal report by the chairman of the Water Committee be accepted and that the Committee on Water supply be requested to prepare a report for publication, for the information of the rate-payers.

Ald. Douglas, as delegate to the meeting of the Charlotte County Council in January last, reported that he had attended the meetings of the County Council as representative of the Town, etc.

On motions, seconded and carried, the following bills were ordered to be paid, viz.:

J. S. Manuel, installing lighting spstem in hall and engine rooms	$78.25
J. McFarlane, attendance, Light	15.30
Mrs. McCarroll, board, Poor	12.00
L. T. Stinson, team, Street	2.40
W. J. McQuoid, team, Street	10.63
Total	$118.58

A claim by W. J. McQuoid of $23.87 for team work on streets in June last, was referred for investigation by the Street Committee.

E. S. POLLEYS,
Town Clerk.

CARLETON COUNTY TRAGEDY

Woodstock, N. B., Jan. 28.—A shocking tragedy occurred last night at Woodlawn, a settlement in Carleton county, near the boundary line. William Wilson, a well-to-do farmer, murdered his wife and then committed suicide by hanging. It is not known just at what hour the crime took place, but a neighbor, not seeing anyone moving about the place, went over and, finding the doors locked, looked in the window and was horrified to see Mrs. Wilson lying on the floor in a pool of blood with a ghastly wound in her head, and an axe covered with blood beside the body.

An alarm was given, and men were soon on the scene, and found the body of Wilson hanging from a beam in the barn. The position of the body would indicate that he first fastened the rope and then jumped from the beam, on which he was standing.

Wilson had not been in good health for some years, and of late had been despondent, and it is thought he committed the dreadful act while in one of these moods. There was no trouble of a domestic nature. Husband and wife were about fifty-six years of age, and had no children.

An inquest was held this afternoon, several witnesses were called and the evidence went to show that both were about their home at noon yesterday. The room would indicate that both had their dinner, and that the crime was probably committed soon after. Mrs. Wilson's head had one terrible bruise which was likely the first blow struck by the insane husband. Her neck had two deep cuts and the blood had been wiped up with a cloth and an attempt made to wash the floor.

The body of Wilson was found in the barn hanging to a beam with a rope that had been used in connexion with a pitching fork. The body was frozen and must have been in the barn several hours. The crime was undoubtedly that of an insane man. The little settlement was deeply shocked over the sad affair, and much sympathy is expressed for the numerous relatives of the victims.

The jury, through their foreman, Geo. Campbell, returned the verdict that from the evidence submitted William Wilson and Annie Wilson, his wife, met their deaths Thursday afternoon. That Annie Wilson came to her death from the blow of an axe in the hands of her husband, and that William Wilson came to his death by hanging at his own hands.

PERSIA DEATH ROLL NOW 335

The P. and O. Company have supplied lists which show that the loss of life in the sinking of the *Persia* by an enemy submarine was greater than formerly announced. The final figures are:

On Board	501
Saved	166
Drowned	335

The distribution of the lost and saved is as follows:

	On board	Saved	Drowned
Passengers	184	65	119
European crew	81	31	50
Native crew	236	70	166
Total	501	166	335

THE *APPAM*

Newport News, Va., Feb. 1.—Given up for lost days ago, the British passenger liner *Appam*, in the West African trade, sailed like an apparation in Hampton Roads to-day, flying the German naval ensign, and with her ship's company in charge of a prize crew. She brought word of a mysterious German commerce raider, the *Mowe*, which now rdams the seas, and had on board the crews of seven British merchantmen and admiralty transports captured by the *Mowe* before she seized the *Appam* and started her across the Atlantic for an American port, with Lieut. Berge, of the German naval reserve, and twenty-two men in charge.

The *Appam* brought into port the crews and passengers of several ships which had been sunk.

The *Appam* now lies off Old Point Comfort, under the guns of Fortress Monroe, waiting for the state department at Washington to determine her status—whether she is a man-of-war, subject to internment, or a German prize.

From all reports the raider is a converted German merchantman, with a false canvass forecastle, concealing a battery of guns of fairly large calibre. On January 17 she engaged in battle an armed Australian trader, the *Clan MacTavish*, which she sank, after an exciting combat, with a loss of fifteen men killed on the *Clan MacTavish*. The *Appam*, which was ten miles away at the time, in charge of a prize crew, steamed hurriedly back to the scene and rescued four members of the crew of the sinking *Clan MacTavish*, struggling in the water.

Later, under orders from the commander of the raider, Lieut. Berge headed his prize for an American port, and parted company with the *Mowe*. Nothing has been seen or heard of the raider since, and the *Appam* steamed across the ocean on an uneventful voyage and reached the Virginian Capes at 5.45 this morning.

Lieut. Berge claims the *Appam* is a prize of war, but government officials have not accepted this view. She had one mounted rifle aboard when captured, but this was removed by the *Mowe*, and there were no guns aboard when she reached port, except small arms carried by the prize crew.

On January 10 the *Mowe* captured and sank the British steamship *Farringford*, carrying 500 tons of copper ore. Later, on the same day, she captured the British steamer *Corbidge*, with a cargo of 6,000 tons of coal. The *Mowe* did not sink the vessel, but sent a crew aboard and held her as a collier.

For three days the *Mowe* was inactive, and then the British admiralty transport *Dromonby* hove in sight on January 13. She offered no resistance, and was captured and sunk.

Before that day was over, the raider had met and destroyed the British steamship *Author*, carrying 8,000 tons of general cargo, and the admiralty transport *Trader*, with 6,000 tons of sugar.

No ship of the enemy was sighted on the 14th, but on the 15th the British steamer *Ariadne* crossed the raider's path, and was sent to the bottom, with her cargo of 5,000 tons of wheat.

Near dawn, Jan. 16, there appeared the biggest prize of all, the liner *Appam*, carrying 8,000 tons of general merchandise, including a large quantity of cocoa. One or two shots were fired at the *Appam*, but there was no real fight.

The *Mowe* approached the liner flying the British ensign, and exchanged salutes with her. When she was close enough to cross the *Appam's* bow she ran up the German flag and lowered the false forecastle disclosing her armament.

No one knows where the *Mowe* came from, except the prize crew aboard the *Appam*, nor where she went after the battle with the *Clan MacTavish*. Apparently all of the operations revealed by the arrival of the *Appam* took place in the vicinity of the Canary Islands. The *Appam* did not sight a single British or French man-of-war from the time she parted company with the *Mowe* until she entered Hampton Roads.

The regular crew operated the ship under the German guard. She is said to have flown the British flag until she reached the three mile limit.

The *Mowe* is given as a ship of 553 tons net, built in 1912 at Geestemund, Germany. She is 241 feet long, 36 beam and draws 18 feet 8 inches. She is described as equipped with submarine signals, wireless and 229 horse-power engines.

ST. GEORGE RECRUITING RALLY

St. George, Jan. 27.—The local recruiting committee held a smoker in the town hall on Wednesday evening. M. E. Baldwin was in the chair, and a fairly good-sized audience was present.

Senator Gillmor, on being called upon, spoke with vigor on the duties of the hour. He said not only those eligible for enlistment were called on, but every one, old or young, had duties to perform and should aid in every way the patriotic fund, the Red Cross and Belgian relief fund.

Rev. Mr. Penwarden made an eloquent appeal to the young men, and read a list of those already in service from St. George and proposed that the list be shown on the screens in the moving picture halls.

Captain Ryder and his son, Sergeant Jack, who just returned from the front, were present and addressed the meeting. Speeches were also delivered by Dr. Taylor and Dr. Alexander, Rev. Mr. Spencer and H. V. Dewar, deputy recruiting officer for this district.

Two stalwart young recruits were the fruits of the meeting—Alfred Thorne and Dan Maxwell signing.

William Devine, 33, who was sentenced at the Central Criminal Court, London, to 12 months' hard labor for shopbreaking was stated to have shown "highly developed athleticism" by the extraordinary manner in which he climbed on to adjoining buildings. He surprised the Recorder by telling him that he had been discharged from the army as medically unfit.

News in Brief

——London, Jan. 21.—The number of Mongolian insurgents has been increased by 20,000, according to a Mukden dispatch. The insurgents who possess twelve guns, are continuing their march towards Peking.

——Montreal, Jan. 28.—Montreal's five days' campaign to raise $1,500,000 for the Patriotic Fund ended to-night, when the reports showed that a total of $2,379,854 had been contributed. This does not include the City Council's grant of $250,000.

——Peking, Jan. 31.—The Province of Kweichow is in full rebellion. The governor was forced to flee on Jan 16, and communications have been interrupted. It is reported that Luchow and Tzeliutsing in Szechuen Province, have been captured by the revolutionists.

——Toronto, Jan. 28.—The four days' campaign of the Toronto and York County Patriotic Fund to raise two million dollars was concluded to-night, and the returns show a total subscription of $2,302,829, with some scattering contributions yet to be heard from.

——London, Jan. 29.—Brig.-Gen. George Benjamin Hodson, of the Indian army who was wounded in the fighting on Gallipoli Peninsula, has died of his injuries at Malta.

Gen. Hodson, who was born in 1863, served with distinction in Egypt in 1882, in the Burmese expedition, on the northwest frontier of India and in other campaigns. Before the war he was established at Lahore in India.

——Marian Conrad, or Bush, a lodging-house keeper, of Elphingstone road, Southsea, was fined £5 at Portsmouth, England, in November last, under the Defence of the Realm Act.

Mrs. Brooke, wife of Commander Kennedy Brooke, R. N., and Mrs. Harris, wife of Major Alexander Harris, R. E., who were staying in her house, gave evidence that she said she would like to put a bullet through the King and that the Kaiser was a better man.

——Saskatoon, Sask., Jan. 28.—An Indian named "Four Months," having become insane, was taken from Waterpan Lake to his home in the Meadow Lake district. He became worse and seemed to sink rapidly, and after a time his tribesmen, thinking him dead, buried him under three feet of earth in his shack. Twenty-four hours later close friends went to the grave and hearing a commotion exhumed "Four Months," who was alive and is doing well.

——London, Jan. 31.—From the outbreak of the war to January 8, the recruits by Ireland numbered 87,277, according to the report of Baron Wimborne, Lord Lieutenant of Ireland, published to-night.

He estimates that at the present time there are about 400,000 unattested single men of military age in Ireland, but deducting those indispensable for agriculture, commerce and the production of munitions, and those medically unfit for service, concludes that the single men actually available would hardly exceed 100,000.

——St. Johns, Nfld., Jan. 28.—Indications of increased prosperity for the fishing fleet of the French islands of St. Pierre and Miquelon, are shown in advices to-day, giving figures for the season of 1915. Although the fleet was diminished from twenty-two steam trawlers and 251 sailing vessels in 1914, to eleven trawlers and only twenty-five sailing vessels last year, the catch of cod was increased from 182,639 quintals, (112 pounds), to 192,119 quintals.

The withdrawal of so many vessels was due to the war. The price of cod is much higher than a year ago.

——London, Jan. 31.—Brigadier-General Sir Rollo Estouteville Grimston, equerry to the King, was found dead in London, Saturday, hanging to a bed rail, with a handkerchief twisted around his neck, according to Lloyd's Weekly News. He had been suffering with neurasthenia recently. Sir Rollo was Inspector-General of the Imperial service troops in India.

London, Jan. 31.—Sir Clements Markham, former president of the Royal Geographical Society, whose death was announced yesterday, was burned fatally at his home in the suburbs. When rescued Sir Clements was suffering so severely from shock that he died soon after.

——Halifax, N. S., Jan. 29.—Eight members of the 64th Overseas Battalion were seriously injured here this morning by the accidental explosion of some powder. The cause of the explosion is unknown.

The explosion occurred in what was formerly the old Cunard steamship offices, but which have since been converted into quarters for bomb experiments for the militia. Captain Hurd, of Truro, suffered burns about the face. Pte. Isnor of Halifax, and Pte. McPhee of Cape Breton are seriously injured. All the injured were rushed to the hospital.

Captain Hurd had a miraculous escape from instant death. He was hurled through one of the windows and picked up on the street in a semi-conscious state.

The building is considerably wrecked, but not, it is thought, beyond repair.

——Peking, Jan. 27.—Three thousand Government troops from the province of Kwangsi have entered Yunnan province and defeated a force of 1,000 revolutionists there, capturing the city of Loping.

The Government is rushing troops to Luchow, Szechuen province, where fighting is reported in progress. The Yunnan rebels effected their recent capture of Suifu, Szechuen province, without a hard battle, sustaining altogether only 300 casualties. A battle is expected soon at Chungking, towards which the rebels were recently reported advancing. The Government forces are moving against Yunnan from the north and east, however, with the expectation of outflanking the rebels.

Foreigners are not being molested.

NEWS OF THE SEA

——London, Jan 27.—A Lloyds' report says that the steamship *Norseman*, which was reported yesterday to have been sunk, has been beached and that no lives were lost.

——St. Pierre, Miq., Feb. 1.—The French brigantine *Bretonne*, which sailed from La Rochelle, France, for this port on Dec. 4, went ashore last night on Dog Island. The crew was saved. The *Bretonne* is reported to have been abandoned.

——London, Jan. 31—The Danish steamer *Vidar*, which was seized by a German submarine off Elsinore Saturday while bound from Copenhagen for British ports, with provisions, has been released at Swinemunde, according to a dispatch from Copenhagen to Reuter's Telegram Company.

——St. John's, Nfld., Jan. 28.—Crippled as a result of a storm encountered three hundred miles off Cape Race, the Danish steamer *Lexa Maersk* put in here to-day for extensive repairs. She is 14 days out from Savannan, Ga., for Frederikshaven, Denmark, with a cargo of cattle fodder. During the heavy weather she disabled her rudder and sustained other damage. Her chief officer was seriously injured.

——London, Jan. 31.—A Lloyds' report says that the Dutch steamer *Thuban* has been damaged and towed up the Thames; also that the Dutch steamer *Maasdyk* met with an accident, in which two of her crew were killed, and that she was making water rapidly and had been beached.

The *Thuban*, a new vessel of nearly 3,500 tons gross, left New York on Jan. 11 for Rotterdam. The *Maasdyk*, of about the same tonnage, left Montevideo on Dec. 21 for Rotterdam, according to the latest shipping reports available.

——Liverpool, Jan. 31.—Seven missing seamen from the American Line steamer *Philadelphia* were landed today by a trawler at Milford Haven, Wales. After the collision of the *Philadelphia* on Saturday with the British sailing ship *Ben Lee* off the coast of Wales, the seamen put off in a lifeboat to rescue the *Ben Lee's* crew. They became lost in the darkness, and were adrift all night.

The *Philadelphia* is now in the Mersey, undergoing repairs.

——London, Jan. 31—The American steamer *Orleanian* is on the overdue list. She left New York December 23 for Malta, and has not since been reported.

The *Orleanian* is considered a bad risk, and the ninety guineas per cent. re-insurance paid indicates that the underwriters have almost abandoned hope for the vessel.

The *Orleanian* of 2,293 tons gross, was built in Glasgow in 1886, and is owned by the Orleanian Steamship Company, of New York.

——New York, Jan. 28.—The British steamer *Chase Hill*, which sailed from New York for Havre on January 14, foundered at sea, according to officers of the steamer *Indralama*, which arrived here to-day.

The captain of the *Indralama* said that on January 22, he sighted the Spanish steamer *Mar Adriatico*, which signalled that she had on board the ship-wrecked crew of the *Chase Hill*. No details were given concerning the loss of the vessel. The *Chase Hill* sailed from here with a cargo consisting largely of steel billets and beams.

——New York, Jan. 31.—The White Star freight steamship *Bovic*, reported on her arrival here to-day from Manchester that she had picked up wireless messages indicating that two steamships have been recently lost at sea heretofore unreported. One was the *Apalachee*, a British tanker in the government service; the other an unknown steamer whose crew was rescued by the steamer *Finland*.

Reports that the *Finland* was standing by a steamer in distress was received by wireless at Halifax on January 26, relayed from the *Finland* by the French steamer *Rochambeau*. The message did not furnish any other details, nor did the *Rochambeau*, on her arrival here Saturday, have any further informrtion.

The captain of the *Bovic* said that the wireless messages he received as to the loss of the two steamships lacked detailed information.

The movements of the *Apalachee* have not been reported since she entered the government service. She was owned by the Anglo-American Oil Company, of Newcastle, was built in 1894 and was a ship of 3,767 gross tonnage.

——London, Jan. 28.—Grave anxiety is felt regarding the British steamer *Appam*, which left Dakar for Plymouth on January 11 with 166 passengers and 134 in the crew. When about four days out wireless communication with the vessel suddenly ceased. A dispatch from Hull to Lloyds says that the British steamer *Tregantle* reports having passed at sea on January 16 a lifeboat with the name *Appam* painted on the stern and the bow knocked out.

For several days past concern has been manifested in shipping circles regarding the fate of the *Appam* many days overdue one a ten-day trip from Dakar in the French colony of Senegal, West Africa, for Plymouth. In the insurance market hope was nearly abandoned and it was difficult to effect re-insurances even at the high rate of 75 guineas per cent.

Two or three other steamships coming in the same direction as the *Appam* are also overdue.

Among the 166 passengers on board the *Appam* were colonial officials.

A report from Lisbon recently announced that mines had been discovered in the Bay of Biscay.

The lifeboat with the name *Appam* painted on the stern reported by the steamer *Tregantle* was passed by that vessel in latitude 33.24 north longitude 14.32 west.

The *Appam*, of 7,781 tons gross, 425 feet long and 57 feet beam, was built in 1913 by Harland and Wolff at Belfast, Ireland. She was owned by the British and African Steamship Navigation Company.

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EVERYTHING IN WOOD AND IN WOOD-WORK

——Halifax, N. S., Jan. 31.—S. S. *Carthaginian*, by wireless, reports the schooner *H. R. Silver* abandoned in latitude 46.25 north, longitude 48.30 west, dangerous to navigation. The crew of six saved.

The *H. R. Silver* was owned by W. C. Smith, Lunenburg, was valued at $10,000, and was on a trip from Sydney to Newfoundland with coal.

CANADIAN PATRIOTIC FUND

The treasurer, E. W. Ward, St. Stephen, N. B., begs to acknowledge since last week the following further contributions:—

Bonny River, per J. M. Rankine, Treasurer,	$31.00
Welchpool, per Rev. G. E. Tobin, Treasurer, 3rd payment	17.50
Lord's Cove, per E. A. Lambert, Treasurer, 5th payment	31.45
	$79.95

Mr. G. W. Babbitt, treasurer, acknowledges receipts of the following contributions to the Patriotic Fund, from Bocabec Cove, collected by George M. Holt:—

William G. Thompson	$1.00
Aubrey A. Johnson	.50
Mrs. John Taggart	.50
Samuel Orr	1.00
Albert L. Brownrigg	.50
John S. Brownrigg	1.00
Alexander McGregor	.50
Stephen Thompson	.50
Albert Holt	.50
George M. Holt, ($1.00 monthly)	1.00
James E. Holt, ($1.00