

Mondays at 7.30  
Eastport, Campobello  
Wharf, St. Andrew's  
30 a. m. for Grand  
each, Campobello

Thursday at 7.30  
via Campobello,  
Cove and St. An-

Stephen Fridays at  
man, via St. An-  
ve, Eastport and  
ce conditions per-

Saturdays at 7.30  
leaving St. An-  
at Campobello,  
transport both ways.

D. GUPTILL,  
Manager.

SHIP CO., LTD.

the S. S. "Connors"  
Leave Saint  
and Ware-  
Saturday, 7.30  
St. Andrew's, N. B.,  
Beaver Harbor,  
or Lettice, Deer  
George. Return-  
N. B., Tuesday for  
Lettice or Back-  
Beaver Harbor and  
tide per-

Services  
Rev. W. M.  
Services every  
7 p. m. (7.30 p.  
August.) Sunday  
services Fri.

Rev. Thomas Hicks,  
Sunday at 11  
Monday School 12.00  
Friday evening at

Rev. F. H. H.  
Services Sun-  
day 10 a. m. and 7.30

Rev. Geo. H.  
Services Holy  
8.00 a. m. 1st  
Morning Prayer  
Friday 11 a. m.  
Sermon on Sun-  
Prayers, Evening

William Amos,  
Sunday at 11 a. m.  
Monday 7.30 a. m.  
Tuesday 7.30 a. m.  
Wednesday 7.30 a. m.  
Thursday 7.30 a. m.  
Friday 7.30 a. m.  
Saturday 7.30 a. m.

STAL GUIDE

Postmaster  
m to 8 p. m.  
Savings Bank Busi-  
ness hours, 1st  
Monday, Great Britain  
British Empire,  
action thereof. In  
necessary, each  
affixed a one-cent  
other countries, 5  
and 3 cents for  
Letters to which  
do not require the

each to any address  
States and Mexico.  
have a one-cent  
a two-cent card  
two cents each  
two-cent cards  
"Tax" stamp.  
advertisements, to any ad-  
States and  
circles.

50 p. m.  
55 p. m.  
Indian Island, and  
-Daily  
a. m.  
30 p. m.  
must be paid half as  
heavy Mail.

As this paper may  
opportunity of seeing  
number of this  
any address  
application to  
St. Andrews



# The Beacon



VOL. XXIX

SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, OCTOBER 27, 1917

NO. 17

## A WET SHEET AND A FLOWING SEA

A WET sheet and a flowing sea,  
A whel that follows fast  
And fills the white and rustling sail  
And bends the gallant mast;  
While like the eagle free  
Away the good ship flies, and leaves  
Old England on the lee.  
O for a soft and gentle wind!  
I heard a fair one cry:  
But give to me the mooring breeze  
And white waves heaving high;  
And white waves heaving high,  
The good ship tight and free—  
The world of waters is our home,  
And merry men are we.  
There's tempest in yon horned moon,  
And lightning in yon cloud;  
But hark the music, mariners!  
The wind is piping loud;  
The wind is piping loud, my boys,  
The lightning flashes free—  
While the hollow oak our palace is,  
Our heritage the sea.

ALLAN CUNNINGHAM.

(Born December 7, 1784; died October 30, 1842.)

## THE WAR DOG.

NEVER confuse the "War dog" with the "dog of War." The War dog is a direct product of the War, but you never yet met him collecting for a hospital, or succouring the wounded, or assisting the police, or hauling a mitrailleuse if he could help it. Yet the War dog worships the Army; it represents a square meal and a "cushy" bed. The new draft takes him for a mascot; but the old hand knows him better. A shameless blend of petty larceny, mendacity, fleas, gourdmanding, dirt and unequalled plausibility.  
You meet the War dog on some endless road. He will probably be wearing round his neck a piece of dirty card analogous to the eye patch and drooping Inverness cape of some medicant nearer home—a "property" in fact, and put there by himself, the writer is convinced, although he has not actually caught the War dog dressing for the part. The War dog on the road has "spotted" you long before you have seen him, and he has marked you for his own. You become conscious of a pitious whine just behind you and, turning, see the War dog, his eyes filled with tears of entreaty, crawling towards you on his stomach. He advances inch by inch, and on being encouraged with comfortable words of invitation the parasite wriggles his lean body (it is trained to look lean—actually it is well padded with stolen food from officers' kitchens) up to your feet, and, selecting a puddle in token of his deep humility, rolls upon his back and smiles tearfully up at you from between his grimy fore-paws. Then the game goes forward merrily as per schedule.  
Of course you take him back to camp and give him your last piece of Blighty cake. You introduce your protégé—always crawling on his stomach—into the cook's mess; to the dog's immaculate conduct; beg a trifle of straw from the transport, and in short see him comfortably settled for the night.  
The War dog has you now well beneath his paws. He joins the mess and listens himself on a military pigeon-loft and turns boasts of the rat-catching powers of his dog at home. Then the War dog retreats hurriedly as a mouse appears; and you, his victim, apologize for him and explain how he has been shaken by adversity and what a noble creature a few days of good food and kind treatment will make of him. The rest is simple. The War dog (with his court) invades your bed and home parcels, and brings you into disrepute with all and sundry—especially the Cook and Quartermaster. He is fought and soundly thrashed by the regimental mascot (half his size), and the battalion wit composes limericks about you and your pet.  
Then suddenly your War dog disappears. You are just beginning to live him down—having moved into another area—when you spy him from the street, the centre of a noisy group in a not too reputable wine-shop. But the War dog never recognizes you. He has finished with you—grown tired of you, in fact (he rarely "works" the same victim for more than three weeks). You and your battalion are to him as it were a bone picked clean; and you depart with a prayer that he may die a stray's death at the hands of the military Police.  
One month travelling snugly in a G. S. wagon (you never catch him matching like an honest mascot), the next "swinging the lead" in some warm dug-out—there are few moves on the board of the great War game that he does not know. He will patronize a score of regiments in three months; travel from one end of the Western Front to the other and back again, taking care never to attempt to renew an old acquaintance. Occasionally he makes the mistake of running across a

## Why Canada Needs More Money

UP to date the war has cost Canada about \$700,000,000.  
Canada has spent in Canada over \$400,000,000 on her own account.  
Canada has spent in Canada on behalf of Great Britain over \$300,000,000.  
What Canada spends for Great Britain is really loaned to Great Britain and will be repaid or credited to Canada later on.

Great Britain needs so much ready cash to finance her own expenditures at home for herself and for our Allies that she must buy on credit from Canada, and from every other country where she can get credit.

Of course Great Britain's credit is so good that other countries, in order to get her trade, are quite as willing to give her credit as we are in Canada.

Canada wants to help Great Britain not only because Canada wants Britain's trade but because we are Canada and she is Great Britain—both members of the same great Empire, kin of our kin, our motherland.

For Canada it is both a filial and patriotic duty to supply Great Britain's war needs and remember, her needs are our needs. Also it is in Canada's self-interest to supply those needs and thus keep open a market for our products.

Now, Britain needs our wheat, our cheese, cattle, hogs, and many manufactured articles.

Canada also needs many of these things—between the two it amounts to more than a million dollars a day in cash.

And the producers must be paid in cash.

Neither Canada nor Great Britain could go to a Canadian farmer and buy his wheat or his cattle on credit.

The farmer and all other producers might be ever so willing to give their country credit but they could not do it because they have to pay cash for wages, for rent, materials, etc. They must be paid in cash, or its equivalent.

So Canada says to Great Britain:—"I will lend you the money so that you can pay cash to Canada's producers for what you want.

"I will borrow this money from our own people just as you borrow money from your people.

"I will also borrow from the people of Canada money to pay cash for all the products that Canada, as well as Great Britain, needs in Canada."

That is Canada's practical, patriotic part in helping to win the war.

Without this credit the Canadian producer could not sell to Great Britain, and without these Canadian products the war would be prolonged.

So it is necessary for Canada to give to Great Britain the credit in order that Canada's own producers, who need a market, will have one; and in order that Great Britain which needs the products to win the war, will get them.

Now how does Canada get the money by which both Canada and Britain can pay cash for Canada's products?

By borrowing it from the people of Canada through the sale of Canada's Victory Bonds to be offered in November.

That is why Canada's Victory Bonds are offered to the people—to raise money to help to finish the war.

"Canada must keep her shoulder to the wheel even though it be a chariot of fire," and the way for Canada to keep her shoulder to the wheel is by buying

## Canada's Victory Bonds

Next week this space will tell why Canada raises money by selling Canada's Victory Bonds

Issued by Canada's Victory Loan Committee in co-operation with the Minister of Finance of the Dominion of Canada.

### MORE CANADIAN TROOPS ARRIVE IN ENGLAND

Ottawa, October 22.—It is officially announced through the Chief Press Censor's Office, that the undermentioned troops have arrived safely in England:  
251st Battalion, Winnipeg; 258th (French-Canadians) Montreal; Drafts, infantry, from Western Ontario, Montreal Highlanders, infantry for P. P. C. L. I. cavalry for C. M. R., Newfoundland troops, Imperial recruits; Canadian Officers Training Corps, candidates for Imperial commissions; candidates for Royal Engineers' commissions, Royal Flying Corps pilots; details.

### ALL SAINTS' CHURCH FIFTIETH ANNIVERSARY

In commemoration of the foundation of All Saints' Church a service will be held in the church on the evening of Wednesday next.

### THE VICTORY LOAN

A meeting took place on Saturday evening last in the office of M. N. Cockburn, K. C. of a few persons invited thereto to devise the best means of making a success of the new War Loan about to be placed by the Dominion Government, and to which prominent notice is given elsewhere in this issue. For the purpose of making a thorough canvass for subscribers to the

Loan the County of Charlotte is divided into three sectors having their respective radial centres in St. Andrew, St. George, and St. Stephen. At the meeting in Mr. Cockburn's office a committee was appointed to deal with the matter, the gentlemen selected to serve thereon being T. A. Hartt, E. A. Cockburn, B. T. Odell, W. F. Kennedy, and H. J. Burton. This committee will appoint some qualified person who will make a house-to-house canvass of the part of the County embraced in the St. Andrew sector, which will include the Parishes of Dumbarton, St. Andrew, St. Croix, and St. Patrick. Any person desiring to act as solicitor for the sale of the Victory War Loan Bonds will kindly apply to W. F. Kennedy, the Secretary of the Committee, St. Andrew, N. B.

### CAPTAIN COOK

JAMES COOK, English-mariner, son of an agricultural labourer, was born at Marton, Yorkshire, Oct. 27, 1728. After some years spent in the North Sea and the Baltic trades, he entered the navy (1755), and from 1759 was for eight years principally engaged in surveying the St. Lawrence and the coasts of Newfoundland. In 1768 he was sent out to the Pacific by the Admiralty, at the instance of the Royal Society, with an expedition to observe the transit of Venus. Voyaging westwards, Cook completed the first circumnavigation of New Zealand, and charted the coast. Passing on to Australia, he surveyed the east coast northwards, and, sailing through the strait separating it from New Guinea, showed that these two lands were not connected. From Batavia Cook sailed for the Cape of Good Hope, and thence to England (1771). Cook next year received command of an expedition, consisting of the *Resolution* and the *Adventure*, which was sent out to determine the extent of the reported southern continent. The expedition entered the Antarctic Circle in January 1773. After skirting the ice in high latitudes, they reached New Zealand in the following October. Sailing again to the south and east, the *Resolution* again encountered the ice, and in January 1774, in long. 106° 54' W., Cook reached his highest latitude—71° 10' S. He spent the southern winter cruising among the islands of the Pacific, and in spring set out to explore the high latitudes south of Cape Horn, whence, after discovering S. Georgia and sighting Sandwich Land, he sailed for home, reaching England on July 29, 1775. The *Adventure*, which had become separated from the *Resolution* in the South Seas, arrived in the previous year. This was the first circumnavigation of the globe eastwards. Cook was promoted to the rank of captain, and received an appointment at Greenwich Hospital. In the next year he sailed again in command of an expedition to the north coast of N. America. He sailed in the *Resolution* from Plymouth (July 12, 1776). The *Discovery*, under Captain Clerke, sailed shortly afterwards. The two ships joined company at Cape Town. Their first discovery was the Sandwich group, whence passing on to the west coast of N. America, they explored it from about the 45th parallel to 65° Cape, where they were stopped by the ice. Cook then returned to the Sandwich Isles, with a view to surveying them; and it was at Hawaii, in consequence of some trouble with the natives, that Cook met his death (Feb. 14, 1779), being murdered in an attempt to reach his boat. —*Nelson's Encyclopedia.*

### LAST HUNDRED OF VOLUNTEER DAYS

The one hundred Divisional Signallers recruited in the great two weeks' drive that ended just twelve hours before the issue of the proclamation calling out Class One lined up on the parade ground of the Armoury yesterday morning under their commanding officer, Lieut. J. L. Mallory, and were inspected by Lieut.-Col. S. P. Biggs, O. C. Divisional Engineers, Toronto Military District. Col. Briggs was accompanied by Major L. L. Anthes, O. C. Second Field Company, Canadian Engineers. The men were in two squads under Sergeants A. L. Sibbald and H. W. Costa, and after a rigid inspection they "marched past," Col. Briggs taking the salute. The business of inspection was concluded by the pleasant duty to the whole detachment of being photographed.—*Toronto Globe, Oct. 18.*

### "BOB" FITZSIMMONS DEAD

CHICAGO, Oct. 22.—Robert Fitzsimmons, former champion heavy-weight of the world, died at a hospital here early to-day after an illness of five days of pneumonia. The former champion was taken sick last Tuesday while appearing in a vaudeville theatre, and his ailment was at first diagnosed as pneumonia poisoning. Later it was discovered that he was suffering from double pneumonia and physicians declared that he could not live. His remarkable vitality sustained him until Saturday when he lapsed into unconsciousness, from which he did not rally, except at rare intervals.  
During the five days of his illness, Fitzsimmons was the recipient of many messages from men whom he had formerly met in the ring, including Jim Corbett, from whom he won the championship, and Jim J. Jeffries, who took the title from him. Other pugilists and followers of the sport sent telegrams to the fighter and his wife, expressing hope of a speedy recovery. Mrs. Fitzsimmons, who was with her husband during his illness, suffered a nervous breakdown last Thursday, and for a time it was believed her condition was dangerous, but she soon recovered and resumed her vigil at his bedside.  
Fitzsimmons was born in Helston, Cornwall, England, June 4, 1862. His parents, however, soon moved to New Zealand.



NOTHING SIMPLE ABOUT MAKING GOLF CLUBS

SKILL AND ACCURACY FOR MANUFACTURE NECESSARY

WOOD MUST BE OF THE BEST. PERSIMMON OR DOGWOOD FOR HEADS AND SECOND GROWTH HICKORY FOR SHAFTS

WHEN a golfer wins a tournament which at the time is the chief ambition of his life, he is apt to forget the art that his clubs have played in the endeavor. There are few people who realize the skill necessary to make a simple-looking club, although they are turned out by the thousands. To begin with, the wood must be selected from the finest pieces. Persimmon or dogwood is needed for the head, and the shaft is made from second-growth hickory.

As for the wooden club, it may be true that a great percentage of the clubs in the shops are undoubtedly devoid of any bulge on the face, but on the other hand it will be found that literally every one has the face of the head in front of the shaft. There are those who declare that this is attributable to Lamb's invention, for the reason that previous to the Bulger club with the face anywhere but showing behind the line of the shaft was not to be found. It is also said that this is the only material change that has taken place in the make and shape of wooden clubs in the last quarter of a century.

WAYS TO ATTACH SHAFT When the head is completed, the shaft must be attached either by means of a socket or the old-fashioned splice. Even in so apparently simple a thing as boring the hole for the socket, great care must be exercised, for the hole must be perfectly true and reamed so as to be larger at the mouth than at the inner end. The joint made by the entrance of the shaft must be nicely smoothed, but great care must be taken not to weaken the strength of the club or impair its spring.

A firm of club-makers once posted a list in his shop showing, in brief, what must be done once the shaft and the head are fastened. The directions were: "Plane shaft for spring, sandpaper all over, wet shaft, sandpaper shaft, stain, sandpaper head, lampblack (for ornamental filling of the grain), sandpaper shaft, oil head and shaft, wipe off, polish shaft, shellac head, sandpaper head, whip head, rasp in for grip, pitch handle, wind in lining, pitch, wind leather, file edge of leather, roll grip, cut off top, round top, sandpaper grip, whip grip, face head and file sole, polish shaft, shellac head, shellac whipping, put on paper."

Then the individual tastes and preferences of the players tend to complicate club making to a marked degree. There has been a cry raised some years ago that clubs should be standardized, and that there should be further regulations as to the make and shape of the implements with which the game is played, but the agitation did not seem to strike popular fancy. There were many who looked upon such a movement as unnecessary, claiming that when all circumstances are considered the make of clubs of the present day is very little different in design from those in vogue some twenty years ago, and that the principles of the implements have been altered only slightly in even the last half-century. It was argued that the present-day weapons may be more utilitarian, and more varied in design, than in the past, but that the club of the present time is essentially the same in the methods of material and the putting together thereof as it was in those far-off times, and is only different in minor details.

LITTLE CHANGE IN CLUBS Considering the great increase in the number of devotees of the game, this is more or less remarkable, for year after year there are countless persons who attempt to fashion a golf club which will not only make the game easier to play, but, moreover, will bring fame and fortune to the inventor. It would be natural to think that the many inventors in their efforts to improve a club would have succeeded in evolving a theory which would have sufficed to revolutionize the game in respect to the implements used. The fact that there is so little change in the general principles would be likely to

suggest that our forefathers must have had a shrewd idea as to the best form of weapon with which to strike a sphere the size and consistency of a golf ball. With all the army of what might be called professional inventors at work seeking for new ideas week in and week out, it is worth mentioning that the two ideas which may be said to have had a strong bearing upon the make and shape of the present-day golf club both emanated from players who fashioned a club wherever they improved their own games according to those who delve into the lore of the links. It is claimed that the Bulger head, invented by Henry Lamb about 1859, is undoubtedly the parent club of the present-day short, round head, while the socketless iron club head of Frank Fairlie is declared to be the forefather of the many crooked-necked iron clubs of to-day. Except in the case of niblicks, the crooked-neck iron club has by no means become universal, and it is significant that they are seldom to be found in the bag of a professional player, suggesting that they are more of an aid to an inaccurate golfer.

As for the wooden club, it may be true that a great percentage of the clubs in the shops are undoubtedly devoid of any bulge on the face, but on the other hand it will be found that literally every one has the face of the head in front of the shaft. There are those who declare that this is attributable to Lamb's invention, for the reason that previous to the Bulger club with the face anywhere but showing behind the line of the shaft was not to be found. It is also said that this is the only material change that has taken place in the make and shape of wooden clubs in the last quarter of a century.

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THE RIVERMAN

BY STEWART EDWARD WHITE

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Chapter 3

At this moment the cook stepped into view and sent across the water a long, weird and not un-musical cry. The men at once began slowly to drift in the direction of the camp. There, when the tin plates had all been filled, Orde addressed them.

"Boys," said he, "the old moseback has built up the sill of that gate and we can't get a draw on the water, and he refuses to give, lend or sell us the right to cut her out. Now, we've got to get those logs out. Foghby Sims, what's the answer?"

"Cut her out," grinned Sims. "Correct," replied Orde, with a chuckle. "But it's against the law to interfere with another man's property."

"This was so obviously humorous in intent that its only reception consisted of a snort from everybody. The nearest sheriffs at Spruce Rapids," commented some one philosophically.

"We have sixty men, all told," said Orde. "We ought to be able to carry it through."

"The sheriff will be here pretty quick now." "And leave them to fight alone? Guess not," arumbled a tall, burly individual. "Am I bossing this driver?" demanded Orde.

The riverman growled. "Smack, smack, sounded Orde's fists. The man went down in a heap, but immediately rebounded to his feet. Orde seized a posty and stood with the murderous weapon upraised.

"Lie down, you bound, or I'll brain you!" he roared at the top of his great voice. The man crouched, breathless. "March!" commanded Orde. "You're through."

The man sullenly arose and slouched away. The other men turned to the trail, leaving the ten at the sluice. When within the fringe of the brush Orde called a halt.

"Now, boys," he commanded, "squat down and lay low. If fight would do any good you know mighty well I'd fight. And the boys won't be in jail any longer than it takes to get a wire to Daly to bail them out. Smoke up and don't bother."

They filled their pipes and settled down to an enjoyment of the situation. A half hour elapsed before the situation developed further. Then Tom Worth's friend Jim, who had gathered his long figure on the top of a stump, unclasped his knees and remarked that old Plug Hat was back.

The men peered cautiously through the brush. They saw Reed, accompanied by the sheriff, approach the dam. The working crew stacked their tools, resumed their jackets and departed with the sheriff.

"Well, I'll be darned!" ejaculated one of the concealed rivermen. "That's the first time I ever see one lonesome sheriff gather in ten river boys without the aid of a Gatlin'."

Orde watched them disappear. "Jim," said he, "and you, Ellis, and you, and you, and you, get to work on that dam. And remember this—if you are arrested, go peacefully. Any resistance will spoil the whole game." The men broke into mingled cheers and laughter as the full significance of Orde's plan reached them.

Reed came out, eyes blazing. Reed stormed back and forth for a moment, then departed at full speed up the road.

"Now, boys, get as much done as possible," urged Orde. "We better get back in the brush or he may try to arrest the whole bunch of us on some sort of a blanket warrant."

ed campers. Orde glancing around him, noticed these. "Doctore," he commanded sharply, "get at your grub! Make some coffee right off and bring it down. Come on, boys!"

A score of men attacked the sluiceway, for by now part of the rear crew had come down river. The pond above had recovered its volume. Water was beginning to trickle over the top of the gate. The men worked up to their knees in swift water. They could not see, and the strokes of an axe pick lost much of their force against the liquid. Down by the sluice a dozen lanterns flickered and blinked yellow against the blue blackness of the night. Orde opened the sluice gates. The water had become too deep for effective work, and a half hour's flow would reduce the pressure. The time was occupied in eating.

When the meal was belated the men lit their pipes and went back to work philosophically.

Near midnight a swaying lantern was seen approaching. Orde heard the sound of wheels. A moment later Daly's bulky form stepped into the illumination of the fire.

Orde wandered over to where his employes stood peering about him. "Oh, there you are!" cried Daly angrily. "What in h— you up to here?"

"Running logs," replied Orde coolly. "The logs are all right. A brief, snatching a much folded newspaper, "How about this?"

Orde lowered the paper to the campfire. It was an extra, screaming with wood type.

RIOTING AND BLOODIED IN THE WOODS. Rivermen and Dam Owners Clash.

There followed a highly colored statement that a skirmish had left the field in possession of the rivermen. In spite of the sheriff and a large posse, but that troops were being rushed to the spot and that this "high handed defiance of authority" would soon be suppressed. It stated that the loss of life was as yet unknown.

"Don't you know any better than to get into that kind of a row down here?" said Daly, peering into the darkness. "This isn't the northern peninsula."

"Sure I do," replied Orde placidly. "Come along here till I show you the situation."

THE YOUTH'S COMPANION FOR 1918

Among next year's contributors to The Youth's Companion will be Alexander Graham Bell, Franklin K. Lane, Secretary of the Interior in President Wilson's Cabinet, the Marquis and Marchioness of Aberdeen, H. de Vere Stacpool, Edith Phillipotts and Rev. Dr. George A. Gordon, of Boston—all children of the Empire, besides others whose names are familiar wherever the English tongue is spoken. The Companion will have its great run of serials and short stories. It will give the clearest and most reliable summary of the progress of the great war. At the same time the regular departments will be maintained in all their profusion and variety.

Sample copies of the paper announcing the important features of next year's volume will be sent you on request. Our offer includes, for \$2.25: 1. The Youth's Companion—52 issues of 1918. 2. All the remaining issues of 1917. 3. The Companion Home Calendar for 1918.

THE YOUTH'S COMPANION, Commonwealth Ave., Boston, Mass. New Subscriptions Received at this Office.

Civilization is a state of affairs where nothing can be done without first being financed.—Life.

BRITISH HEROISM AND GERMAN BUTCHERY

London, October 22.—The British destroyer Mary Rose fought single-handed against the German cruisers in the convoy action in the North Sea, according to a story ascribed to a British officer rescued off Bergen and transmitted by the Christiania correspondent of the Times. The other destroyer, which should have been present, never appeared, and it is thought likely that it was destroyed at the beginning of the action.

After fighting heroically for half an hour, during which she was subjected to the most terrific concussive fire, the Mary Rose sank. Ten members of the crew were found clinging to buoys and rescued.

The correspondent says that the reports of the butchery of the crews of the merchantmen pass description. Two women on one ship waved a piece of white cloth, which was perfectly visible. They were silenced by a volley from the German cruisers.

"De man dat tends strictly to his own business," said uncle Eben, "sometimes don't git no credit 'cep' foh bein' unscrupulous."—Washington Star.

"So many young men make such imprudent marriages." "Our son didn't. He's just eloped with the cook."—Baltimore American.

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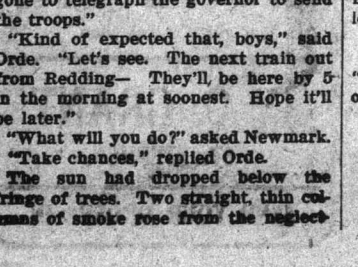
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Orde watched them disappear.



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ST. ANDREWS, N. B., CANADA.

Saturday, 27th October, 1917

PROGRESS OF THE WAR

[October 18 to October 24.]

THE week under review was an eventful one in the war's progress, both on land and at sea, but indecisive; and viewing the result of the hostilities as a whole, the losses and gains were somewhat evenly divided.

The most important event in the Western campaign was the unexpected drive of the French northeast of Soissons, in which they advanced to within six miles of Laon and took over 8,000 prisoners and many booty of valuable war material and many guns of various kinds.

Interest in the Russian campaign centered in the naval operations north of the Gulf of Riga and the occupation by the Germans of the remainder of the islands at the mouth of the Gulf. The Russian fleet withdrew within the Gulf of Finland, but inflicted serious damage on the German fleet before retiring.

The week was practically without news of the campaigns in Mesopotamia and Palestine. From East Africa further progress was reported of the British and Belgian troops in their envelopment of the Germans in the vicinity of Mahenge.

Under "News of the Sea" will be found an account of an attack by two German raiders on some Scandinavian vessels being conveyed by British destroyers, two of which were lost.

Generally speaking the week was full of hope for the Entente Allies, but nothing transpired that in any way indicated an early peace.

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UNBLUSHING EFFRONTERY

THERE is a prevalent belief that the forthcoming general election in Canada has many surprises in store, but it is inconceivable that anything will develop in the whole campaign more audacious than the Manifesto on Hon. William Pugsley published in the St. John papers on Monday morning.

The object of the manifesto is to announce that Mr. Pugsley seeks the suffrages of the electors of both parties in the constituency of St. John and Albert.

Mr. Pugsley says his parliamentary utterances are recorded in Hansard, which few of the people he is addressing read; therefore he proceeds to give a gloss or inaccurate paraphrase of his attitude on the Military Service Act and other legislation.

Mr. Pugsley's self-appointed leader, who proposes as the slogan for the Liberal Party: "WIN THE WAR. TREAT THE SOLDIERS RIGHT. DOWN WITH PROFITEERING AND THE HIGH COST OF LIVING."

The closing of Kennedy's Hotel this winter is lamentable from every point of view, for a town which is unable to provide the business necessary to keep open profitably all the year round at least one such hotel, must be regarded as an insignificant place.

DON'T MISS THE POINT! THERE is a man in this part of a world who represents to our way of thinking, a pretty good average of human nature.

Early next month the biggest public campaign ever put on in Canada will be opened to get subscriptions for the fourth Canadian war loan, the Victory Loan.

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THE WEEK'S ANNIVERSARIES

October 27.—Newberry, 1644. Antwerp, 1830. Metz, 1870. Marcus Junius Brutus killed himself, 42 B. C.; Columbus discovered Cuba, 1492; Michael Servetus burned at stake in Geneva for heresy, 1553; Captain James Cook, English navigator and discoverer, born, 1728; First Railway communication established between Montreal and Toronto, 1846; Hon. Theodore Roosevelt, former President of the United States, born, 1858.

October 28.—St. Augustin and St. John's, 1811. Desiderius Erasmus, Dutch scholar and critic, born, 1467; Harvard College opened, 1636; Dr. Nicholas Brady, versifier of the Psalms, born, 1659; John Locke, English philosopher, died, 1704; John Smeaton, English engineer and lighthouse builder, died, 1792; Great Fire at Cleveland, Ohio, 1854; Earthquake in Japan, 1891; Great Fire at Milwaukee, Wis., 1892; Carter H. Harrison, Mayor of Chicago, assassinated, 1893.

October 29.—Sir Walter Raleigh, English statesman, colonizer, and historian, executed, 1618; James Shirley, English dramatist, died, 1666; Admiral Edward Vernon ("Old Grog"), English naval commander, died, 1757; George Morland, English landscape painter, died, 1805; The Fulton, first steam war vessel, launched at New York, 1814; Justus H. Rathbone, founder of Knights of Pythias, born, 1839; Red River Rebellion, 1869; Queen Marie of Rumania born, 1875.

October 30.—Seventh and last Crusade ended by Treaty of Barbray, 1270; King George II of England born, 1683; Richard Brinsley Sheridan, Irish dramatist and politician, born, 1751; Allan Cunningham, Scottish poet and biographer, died, 1842; Sir William Mackenzie, President of Canadian Northern Railway, born, 1849; Lord Desborough, English patron of sport, born, 1855; Admiral Lord Dunderdale, British naval commander, died, 1860; Horace Annesley Vachell, English novelist, born, 1891; Rt. Rev. J. A. Richardson, Bishop of Fredericton, born, 1898.

October 31.—HALLOWEEN EVE. John Evelyn, English diarist, born, 1620; John Keats, English poet, born, 1795; Hon. W. C. H. Grimmer, Justice of Supreme Court of New Brunswick, born, 1858; Thomas A. Hart, M. P. for Charlotte County in last Parliament, born, 1858; Most Rev. Cosmo Gordon Lang, Archbishop of York, born, 1864.

November 1.—All Souls. Colonel, 1914. Pompeii and Herculaneum buried by an eruption of Vesuvius, 79; Benvenuto Cellini, Italian artificer, born, 1460; Sir Matthew Hale, eminent English judge, born, 1609; William Coddington, founder of Rhode Island, died, 1678; Bishop George Horne, English Biblical expositor, born, 1730; Earthquake at Lisbon, 1755; Alexander Cruden, English author of Concordance, died, 1778; Lydia Huntley Sigourney, American poet, born, 1791; Lord George Gordon died in Newgate Prison, 1793; Currency of New Brunswick changed to dollars and cents, 1860; Hon. N. W. Ross, Ontario Liberal leader, born, 1866; Rodolphe Lemieux, former Canadian Postmaster-General, born, 1866.

November 2.—ALL SOULS' DAY. Dr. Richard ("Venerable") Hooker, English theologian, died, 1533.

divine, died, 1600; Marie Antoinette, Queen of France, born, 1753; Edward Duke of Kent, father of Queen Victoria, born, 1767; Sir Samuel Romilly, English law reformer, died, 1818; Eric Canal begun, 1825; Second Rebellion in Canada, 1838; Esaias Tegner, Swedish poet, died, 1846; James A. Garfield elected President of United States, 1880; Jenny Lind, Swedish singer, died, 1887; United States Senate passed Chinese Exclusion Act, 1893; Melton Prior, English war artist, died, 1910.

Mrs. Russell—"What is your husband's average income, Mrs. Harper?" Mrs. Harper—"Oh, about midnight."

Old Tea Looks All Right

Old tea and fresh tea, poor tea and good tea, all look alike. No wonder a woman often gets a bulk tea she doesn't like.

Red Rose Tea in the sealed package is always fresh, always good, always worth the price on the label.



Kept Good by the Sealed Package

SELLING OFF!

Our Cheap Sale of Clothing, Shoes, Hats, Caps and Gentlemen's Furnishings, will be continued throughout the month of October.

BARGAINS FOR EVERYONE.

ST. ANDREWS, N. B. R. A. Stuart & Son

Advertisement for Perfection Heaters. Includes an image of a heater and text: "These cool days warn us to Get Ready for Winter LOOK THESE OVER Perfection Heaters Burn Kerosene; economical, a gallon lasts a long time. Safe, simple to operate, easy to keep clean. Try heating with oil for a change." Also includes a section for "FLASHLIGHTS" and "Shingles".

Advertisement for Sherwin-Williams Paints and Varnishes. Text: "Remember this! Paint insurance on your buildings is just as important as fire insurance. Sherwin-Williams Paints and Varnishes. Fire may never come, but the deteriorating effect of the weather on buildings of every kind is certain, unless protected by paint." Includes contact info for J. A. Shirley and G. K. Greenlaw.

Advertisement for SPECIAL 2 Weeks' SALE of Ladies' and Misses' Rain Coats. Text: "Two Hundred Women's Grey Tweed Raincoats, Belt and Pockets—regular value \$5.00 and \$6.00. First Week \$3.15 Second Week \$3.39 After second week sold at value. One Hundred Misses Black and White Tweed Raincoats, age 8 to 14, Belts and Pockets. First Week \$1.98 Second Week \$2.35 After second week sold at value \$3. This is the Greatest Raincoat Bargain ever given at any time. C. C. GRANT ST. STEPHEN SEND YOUR ORDERS IN

Social and

Mr. and Mrs. E. Althaus a few of their friends to lunch at their home on... when the Professor and the guests with his well-fund of humor. Mrs. Sister, presided at the Marjorie Babbin assisting refreshments. The after-enjoyed by all present.

Social and Personal

Mr. and Mrs. E. Atherton Smith invited a few of their friends to meet Prof. Southwick at their home on Monday afternoon...

Local and General

In recording the runaway accident which occurred last week at the steamboat landing, we stated that the horse which ran away belonged to Mr. G. K. Greenlaw...

NOTICE TO SUBSCRIBERS

To the Statements sent out in the latter half of September to Subscribers of the BEACON who were in arrears there has been only a partial response...

"CHILDREN'S DAY"

Sunday was the day reserved in all the Anglican churches for the annual children's services. In All Saints' Church the evening service was specially for the children...

THE RED CROSS SOCIETY

The local Red Cross Society announces that its Annual Meeting will be held on Wednesday next, Oct. 31, in All Saints' Schoolroom at 3 p. m.

GREAT BRITAIN AND EMPIRE HONORS

London, Oct. 19.—In replying to Donald Macmaster, in the House of Commons last night, who asked why the first list of Empire honors was confined to the United Kingdom...

ON COAL BUSINESS

Capt. Bellamy, discoverer in Queens county of what is supposed to be anthracite coal, went to New York Saturday before returning here he will exhibit samples of his find to Dr. George Otis Smith...

MARRIED

A wedding of interest to St. Andrews people took place on Monday, Oct. 15th at 6 p. m. in the Emmanuel Church vestry in Montreal when Miss Miriam Marguerite Mowat and Capt. Herbert S. Everett were united in marriage.

OBITUARY

PRE. ERNEST F. GREENLAW Another home is saddened by the death of one of the gallant 26th boys. A few days ago Mr. Martin Greenlaw, of this town, received a telegram stating that his son, Ernest F. Greenlaw, who enlisted over two years ago in the Second Contingent, had met his death somewhere in France.

of his brief life, and was well and favorably known. Entering the Sussex Dairy School he graduated therefrom in 1905, and on the completion of his course was engaged in the creamery business...

SIMON BROWN Wilsons' Beach, Oct. 22 Mr. Simon Brown one of the oldest residents of this place, passed away on Thursday evening at the home of his daughter, Mrs. Jas. Mathews, in the 90th year of his age.

MRS. MARY GRANT LEONARD Mrs. Mary Grant Leonard, formerly of Deer Island, a daughter of Mr. Martin Howe Grant, who was a ship-builder of St. Andrews, died at the home of her son and daughter in Calgary, Alberta, on Sept. 13th at the ripe age of 89 years.

Hot Water BOTTLES With cold weather coming it is a good plan to have a good Hot Water Bottle in the house. Get one you can depend on. We have them guaranteed for one and two years.

Prices from \$1.25 up. Our stock is fresh and prices are right.

The Wren Drug & Book Store

THE Edwin Odell Store 10 p.c. Discount Wed. & Sat. Sox For Soldiers All Wool in Grey and Khaki Khaki Handkerchiefs, Money Belts, Pocket Combs, and a Lot of Useful Articles for the Boys in Khaki Let Us Help You Fill Your Xmas Stocking

Store Open till 10 p.m. Mondays, Wednesdays and Saturdays Men's Clothing Suits, Overcoats, Mackinaws, Raincoats, Sweaters, Hats and Caps Underclothing Pure Wool, All Weights, also "STANFIELDS" Red, Blue, and Black Label

Keep Your Eye on Our Windows The EDWIN ODELL DRY GOODS STORE Telephone 11 St. Andrews, N.B.

A Full Line of PROVISIONS and GROCERIES J. D. GRIMMER

It's Your Duty to See The New Spring Styles, And Our Pleasure to Show Them to You. OUR SPRING LINE OF CORRECT CLOTHES Is brim full of New, Crisp Styles, Elaborate in Range of Pattern and make-Up; in Styles as Varied as the Tastes of men. They are such Attractive Patterns and Styles that they are surely going to Sell Fast, so you better come and see them now. We Are Showing the Newest Hats, Shoes and Furnishings. Don't Forget to Get Your Profit-Sharing Coupon Every Dollar You Buy. STINSON & HANSON Ladies' and Gents' Tailoring, Gents' Furnishings, Ready-to-Wear Clothing, Boots and Shoes. ST. ANDREWS, N. B.

**Let Us Fill Your Orders For Ontario Preserving FRUIT**

**H. J. Burton & Co.**

Groceries, Fruits, Bread, Summer Drinks.

**H. O'NEILL UP-TO-DATE MARKET**



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

**ST. ANDREWS, N. B.**

**THE TOILET**

**SPONGES** All Shapes and Sizes. Soft and Tough.

**SOAPS** THE FINEST of Every Description.

**BRUSHES** Nail, Hair, Flesh and Tooth. All of the finest quality of material. Prices very low considering.

Preparations for the teeth, skin and hair. Everything for the Bath and Toilet.

We invite you to make this YOUR Drug Store.

**ST. ANDREWS DRUG STORE**

COCKBURN BROS., Props. Cor. Water and King Streets

**STICKNEY'S Wedgwood Store**

ESTABLISHED 1844

is showing a fine collection of Copeland Spode. A large variety in Aynsley China. Complete line in Queen Mary Chintz China. Royal Corona plates, bowls, jugs, with the Kilites decoration.

**G. HAROLD STICKNEY DIRECT IMPORTER AND RETAILER**

**A. E. O'NEILL'S FOR MILLINERY AND FANCY GOODS**

Water St. **ST. ANDREWS**

**STINSON'S CAFE AND BOWLING ALLEY**

LUNCHES SERVED AT A MOMENT'S NOTICE

**ICE CREAM**

A Fresh Supply of Confectionery, Soft Drinks, Oranges, Grapes, Cigars and Tobacco always on hand

**IRA STINSON ST. ANDREWS**

Try a Beacon Adv.

**SINGAPORE TO BANGKOK THROUGH COMMUNICATION BY RAILWAY HAS BEEN ESTABLISHED BY RECENT CONSTRUCTION**

By the linking up of the Federated Malay States railways (which now extend northward to the Siamese border) with the southern railway system of Siam through rail communication has been established from Singapore to Bangkok, a distance of nearly 500 miles. At present certain sections of the track are adapted only to the running of construction trains and a few of the bridges are of temporary construction, but these are being rapidly replaced by permanent structures. It is proposed to open the line for through passenger and freight traffic in April of next year, this length of time being required for perfecting the roadbed and securing the necessary rolling stock, which has been unobtainable owing to war conditions. Passengers will then be able to make a continuous trip by rail between the capital and chief port of the Straits Settlements and the capital of Siam, thus effecting a considerable saving in distance and time over the sea route, which requires at present from three to four days between Singapore and Bangkok, according to a report to the Department of Commerce from Edwin N. Con-saulus, American Consul-General at Singapore.

Not only is the completion of this line an important event in establishing through rail communication between these cities, but it also marks a epoch for both the Malay Peninsula and Siam in railway construction, in that it opens up to settlement an increased trade and commercial opportunities vast sections of country whose development and progress have been held in check by lack of adequate railway facilities and proper market outlets for agricultural and other products, the output and value of which are bound to be greatly stimulated by the construction of this road.

The railway from Prai, opposite the island of Penang, to the Siamese border has been built and will be operated by the Federated Malay States Railway Department, and is the property of the Federated Malay States Government. The railway from Penang to Bangkok is the property of the Siamese Government with funds loaned by the Federated Malay States Government and will be operated by the Siamese Railway Department. It is intended, at the opening of the line for through traffic in April next, to commence with a weekly express service in either direction, the journey from Penang to Bangkok occupying thirty-six hours.

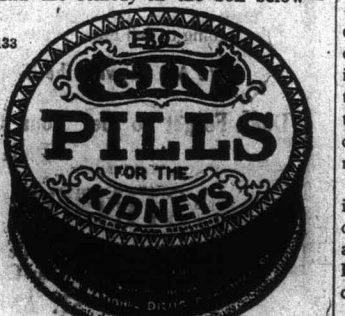
The Federated Malay States Government proposes to construct deep-water wharves at Prai for the use of ocean-going ships, and it is anticipated that as a result there will be a considerable increase of trade between Penang and Bangkok, the present railway connection shortening the distance from Bangkok to Europe by something like five days. It will also shorten the European mail service to Bangkok by causing the mails to be discharged at Penang instead of at Singapore, whence they will be forwarded by rail to Bangkok. Tourists from Singapore and Penang to Bangkok will further have the opportunity of going by train through an interesting and comparatively unknown country and returning by boat to Singapore to continue their journey eastward. It is expected that the opening of this new line will considerably increase the tourist traffic to Bangkok.

**LOCAL CROP REPORTS**

This season has not proved a very successful one for the local farmers. The hay crop was a very heavy one, but the early part of the haying was done in very foggy and rainy weather and the quality of the hay was therefore quite poor. In the latter part of the haying season the weather was more favorable, though this fine weather came when the hay had already got too old. Late cut and weedy hay is a great source of trouble for local farmers, as when fed to cattle it helps increase what does not need increasing, the weed-seed content of the manure, and ensures that one crop at least will be good the following year, the crop of weeds. Where the hay is weedy it is by far the best practice to cut it too early rather than too late, as the weed seeds will then be unripe and can cause no trouble. Next year we shall see a fine harvest of weeds from some of this year's hay. The

**Are There YOUR SYMPTOMS?**

Pains in the Back or Sides, Constant Headaches, Swollen Joints, Urinary Troubles, Stone or Gravel? You will find the remedy in the box below—



**RESULTS WITH ROOT SEED GROWING IN CANADA**

(Experimental Farm Note)

Among the problems that the great war has created for Canada, the problem of growing root seed, i. e. seed of swede and fall turnips, mangels, and field carrots, may seem rather insignificant to the average Canadian citizen. Yet, that problem is to-day one of the most vital to the Canadian farmer, notably the dairy farmer, inasmuch as it is directly connected with the providing of that indispensable stock food that is generally referred to as "roots."

In 1915, Canada imported a total of 1,327,313 pounds of turnip seed, and 1,056,000 pounds of mangel and beet seed. In 1916, the import of turnip seed dwindled to 150,855 pounds and the import of mangel and beet seed to 636,797 pounds; and for 1917, the figures stand at 291,379 pounds for turnip seed and 891,677 pounds for mangel and beet. This means that Canada imported a total of these most important farm seeds, in the years of 1917 and 1917, which falls short of the import of 1915 alone of, roughly, one million. It should be added that practically every pound of fat root seed used in this country is of European origin.

That Canada was running a great risk of having her supply of root seed from Europe shut off, partly or wholly, as a result of the war, was regretfully predicted in an Experimental Farms bulletin entitled "Growing Field Root, Vegetable and Flower Seeds in Canada," issued early in 1915. In the said bulletin, an appeal was made—as has also repeatedly been done later in many issues of "Seasonably Hints" distributed by the Dominion Experimental Farms System—to Canadian farmers and others interested in the seed supply being kept up, urging that Canada could not afford to take the risk of relying on import from Europe either under prevailing war condition, or immediately after the conclusion of peace. It was emphatically stated that "Canada should make herself independent of foreign markets and produce at home what now has to be bought from abroad. Canadian farmers should not only try to meet the emergency demand for field root seed in the immediate future, but also try to establish a permanent seed-growing industry which would make them independent of any other country." The bulletin went further and predicted "that many districts of Canada where root seed growing is unknown at present, will prove themselves not only able to produce seed of good quality, but also to be especially well adapted to seed raising."

To what extent this prediction was justified, will be shown by data following, showing what results in root seed raising were obtained in the year of 1915. In that year the Central Experimental Farm at Ottawa raised, from a field about 1 1/2 acres a first class mangel seed crop at the rate of about 1,150 pounds of seed to the acre. Mangel seed was produced at the Experimental Farm at Agassiz, B. C. at the rate of 2,100 pounds per acre, at the Experimental Station at Lennoxville, Que. at the rate of 1,150 pounds per acre and at the Experimental Station at Kentville, N. S. at the rate of 2,100 pounds per acre. The same year the Experimental Station at Lennoxville, Que. raised Swede turnip seed at the rate of close to 1,250 pounds to the acre.

But what about the profit? Does it pay the grower to raise that kind of crop? As an answer, it may be stated that there was, according to records kept, a net profit of about \$80 per acre from the mangel seed crop at the Central Experimental Farm, Ottawa, in 1915. And this in spite of the fact that the men handling the crop were quite unfamiliar with the same.

The above figures indicate, more decidedly, that there are, in Canada, great opportunities for developing a new field in agricultural activity promising substantial rewards, from a profit standpoint, to those who take up root seed growing conscientiously and in a business-like manner.

May it also be added that the raising, in Canada, of the seed needed in the country will directly help to increase the average yield of the root crops of the Dominion. This will, however, be discussed in a special article.

Minard's Liment Cures Colds, Etc.

"The old art of husbandry has been lost." "Not much. There's old lady Robinson; she's married off five daughters."—*Baltimore American.*

She (perplexed, binding a small cut in his hand)—"I wonder what a regular nurse would do in this case."—He (eagerly)—"Marry the patient, of course."—*Life.*

"De man," said Uncle Eben, "dat makes up his mind to rule or ruin is mighty apt to do both."—*Washington Star.*

"Are you a socialist?" "Yes." And what are the opinions of a socialist?" "Same as those of a Republican or a Democrat. He thinks he could run the Government a great deal better, if he could only get hold of it."—*Washington Star.*

Master Familias—"Your poor father's bruised all over." Young Hopeful—"I know why, ma. Jimmy Smith's father says pa is always falling off the water wagon."—*Baltimore American.*

Medical Friend—"Now that you have a car, you must not neglect your exercise." "Oh, we won't, Doctor. This is a second-hand car."—*Life.*

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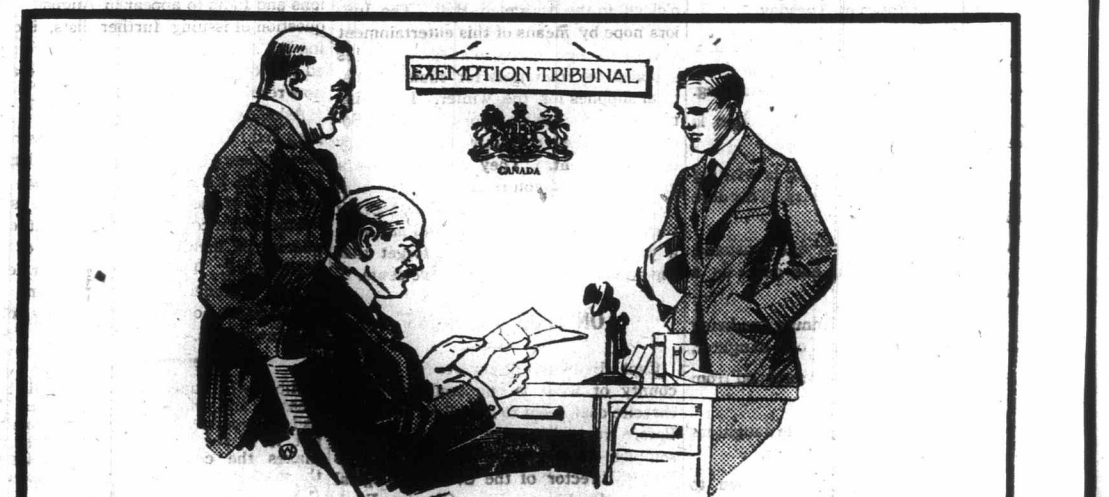
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**Memories of "the nicest cup of tea I ever tasted"**

**KING COLE ORANGE PEKOE** The "Extra" in Choice Tea

**Exemption Tribunals.**

Exemption Boards have been chosen in such a way as to make them absolutely independent and removed from all influence. There are over 1,250 boards throughout the country, each composed of two men, one appointed by the county judge in the district concerned and one selected by a joint committee of Parliament. Being familiar with local conditions where they sit, the members are well-fitted to appreciate such reasons for exemption as are put before them by men called up.

Exemption will be granted to those who can establish that it is in the national interest that they remain in civilian life. This is for the Exemption Board to decide after having received full information in each case.

The grounds on which exemption may be claimed (which are similar to the grounds recognized in Great Britain and the United States) are as follows:—

- (a) That it is essential in the national interest that the man should, instead of being employed in Military Service, be engaged in other work in which he is habitually engaged.
- (b) That it is expedient in the national interest that the man should, instead of being employed in Military Service, be engaged in other work in which he is habitually engaged and for which he has special qualifications.
- (c) That it is expedient in the national interest that, instead of being employed in Military Service, he should continue to be educated or trained for any work for which he is then being educated and trained.
- (d) That serious hardship would ensue if the man were placed on active service, owing to his exceptional financial or business obligations or domestic position.
- (e) Ill health or infirmity.
- (f) That he is conscientiously opposed to the undertaking of combatant service and is prohibited from doing so by treaty and articles of faith, in effect on the sixth day of July, 1917, of any organized religious denomination existing and well recognized in Canada at such date, and to which he is in good faith attached.
- (g) That he should be exempt because distinguished under the War Time Election Act.

No Claim for Exemption should be put forward unless one or other of these grounds in fact exists, and no loyal citizen should assist in, or allow himself to be made a party to, any Claim for Exemption unless thoroughly satisfied that it is made in good faith.

Exemption may be applied for by the men selected themselves or by their parents, near relatives or employers. Application for exemption must be made on printed forms to be found at every post office, which are to be filled in and left with the postmaster if exemption is desired. The postmaster will forward the form to a Registrar, who will send it to the appropriate Exemption Board. In due time, then, the Applicant will get notice as to when he must present his case before the Board.

Issued by The Military Service Council.



**QUANTITIES**

Salmon  
Lobsters  
Cod  
Black Cod  
Haddock  
Hake and Cusk  
Pollock  
Herring  
Mackerel  
Shad  
Alewives  
Halibut  
Soles  
Sardines

**SAVING SUBS**

CANADIAN FOOD CO. SUGGESTIONS OF DISHES

Instead of Beef stew  
TUESDAY  
FISH OMELETTE  
(For four persons)  
2 heaped tablespoons of  
1 tablespoon grated cheese  
and  
omelette

Beat the yolks of the  
cheese and seasoning,  
of the eggs, whipped to  
put the mixture quickly  
or omelette pan, in which  
been melted. When the  
side in the fish, and cook  
is done.

Save white Bread by  
white wheat flour

Try BOSTON BRO  
Rye meal, 1 cup  
Granulated cornmeal, 1  
cup.  
Graham flour, 1 cup  
Molasses, 1/2 cup

Fill to two-thirds we  
powder cans; grease  
them on. Place in a ste  
three and a half hours.

Friday  
Eat more Fish and say  
Fish dishes at  
SALMON CRO  
1/2 cups cold flak  
1 cup thick whit  
Few grains cove  
1 teaspoon lyme  
Salt

Try Molasses Corn Cal  
and saves wh







ODE ON THE POETS

BARDS of Passion and of Mirth
Have ye left your souls on earth?
Double-lived in regions new?

(Born October 31, 1795; died February 23, 1821.)

THE SOUTH AFRICAN NATIVE

THE EDUCATION OF THE SOUTH AFRICAN NATIVE. BY CHARLES T. LORAM. LONDON: LONGMANS, 68, 69.

LADY travelling to South Africa
was told that in Natal there were
sixteen blacks to each white.

His first chapters deal with large
general issues, letting us know the main
things he has in his mind and the end
which he wishes to attain.

NEWS OF THE SEA

Copenhagen, Oct. 17.—The Norwegian steamer Themis has been sunk in the Mediterranean, according to an announcement by the Norwegian Foreign Office, received here to-day.

Bergen, Norway, Oct. 18.—The Rumanian steamer Dumana, of 4,000 tons, laden with munitions and railway cars for Archangel, ran ashore near Marstrand because of some mishap to her machinery.

Copenhagen, October 18.—The Norwegian Foreign Office reports that the Norwegian steamship Barbo, of 2,356 tons gross, and Howde, 1,196 tons gross, have been sunk by German submarines.

London, October 25.—One hundred and fifty lives were lost on Wednesday, when five Norwegian, one Danish and three Swedish vessels were sunk by two German raiders in the North Sea.

Christiania, October 21.—A dispatch from Bergen says that several survivors of the German raiders' attack in the North Sea arrived there Friday night and related harrowing stories of their two days' sufferings and privations in small boats before landing.

It is reported from Ulvar that 17 men from a British destroyer arrived there at three o'clock in the morning, Friday. It was at this port that a Norwegian torpedo boat touched with 37 survivors from various sunken steamers.

London, Oct. 23.—One of His Majesty's destroyers has been sunk as a result of collision. Two officers and twenty-one men were saved.

New York, Oct. 24.—The Evening Sun publishes the following dispatch dated Buenos Aires, Oct. 24: "The sinking of the American steamship Santa Elena, of 6,415 tons, with the loss of twenty-four persons was reported in a despatch received to-day from Spain by the newspaper La Nacion."

MINIATURE ALMANAC

Table with columns: Day of Week, Sun Rises, Sun Sets, H. Water a.m., H. We e.p.m., L. Water a.m., L. Water p.m.

The Tide Tables given above are for the Port of St. Andrews. For the following places the time of tides can be found by applying the correction indicated, which is to be subtracted in each case:

Table with columns: Place, H.W., L.W., Time

PORT OF ST. ANDREWS. CUSTOMS. Those Who... Collector D. G. Rollins... Prev. Officer D. G. Hanson... Office hours, 9 a.m. to 4 p.m.

INDIAN ISLAND. H. D. Charlifoy... Sub. Collector W. Hazen Carson... Sub. Collector NORTH HEAD. Charles Dixon... Sub. Collector LORNA COVE. T. L. Trearthen... Sub. Collector GRAND HARBOR. D. I. W. McLaughlin... Prev. Officer WILSON'S BEACH. J. A. NEWBURY... Prev. Officer

SHIPPING NEWS. PORT OF ST. ANDREWS. The publication of the usual shipping news in this column is suspended for the time being, in patriotic compliance with the request issued to all papers by the Admiralty.

For Sale! Middlings Cotton Seed Meal Oatmeal Feed Bran Young Pigs H. O'Neill

SPECIAL OFFER. (ON receipt of 70c. Money Order, we will return to any address in Canada, prepaid, packed in mailing tube, ready for framing, our largest War Picture, "VICTORIOUS CHARGE OF CANADIANS AT THE BATTLE OF COURAGELETTE". Size of picture, 18x24 inches, exact reproduction from original painting in nine colors of oil, by E. F. Gerlach.)

TRAVEL

Fall and Winter Time Table Of The Grand Manan S. S. Company Grand Manan Route Season 1917-18

After October 1st, 1917, 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, Campbell and Wilson's Beach.

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

Returning, leave St. John, Fridays at 7.30 a.m. for Grand Manan, via St. Andrew, Cummings' Cove, Eastport and Campbell (tides and ice conditions permitting).

Returning, leave St. Andrew, Cummings' Cove and Eastport both ways, Atlantic Standard Time.

SCOTT D. GUTTILL, Manager

MARITIME STEAMSHIP CO., LTD. Until further notice the S.S. "Comoros" will run as follows: Leave St. John, N. B., Thorne Wharf and Warehousing Company, Ltd., on Saturday, 27th a.m., daylight time, for St. Andrew, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Lettice, Deer Island, Red Store or St. George. Return on leave St. Andrew, N. B., Tuesday to St. John, N. B., calling at Lettice or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.

Agent—Thorne Wharf and Warehousing Co., Ltd., Phone, 2581. Mgr., Lewis Connors. This 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—Rev. W. M. Fraser, B. Sc., Pastor. Services every Sunday, 11 a.m. and 7 p.m. (7.30 p.m. during July and August.) Sunday School, 2.30 p.m. Prayer services Friday evening at 7.30.

FOR SALE!

For Sale! Middlings Cotton Seed Meal Oatmeal Feed Bran Young Pigs H. O'Neill

SPECIAL OFFER. (ON receipt of 70c. Money Order, we will return to any address in Canada, prepaid, packed in mailing tube, ready for framing, our largest War Picture, "VICTORIOUS CHARGE OF CANADIANS AT THE BATTLE OF COURAGELETTE". Size of picture, 18x24 inches, exact reproduction from original painting in nine colors of oil, by E. F. Gerlach.)

WHEREAS my son, Seymour Holt, has been granted his majority by his court, I hereby certify that I shall not be responsible for any debt contracted by him after the date hereof.

3 TIMES THE LIGHT. You now get from the old style smoky, spitty burner. Send 50¢ for our WHITE FLAME BURNER and enjoy the long evenings in your brilliantly illuminated home.

FOR SALE—1 Bay Mare, weight about 1100 lbs. Apply JAMES VENNELL, Welshpool, Campbell, 17-3wp.

FOR SALE—28 foot motor boat, driven by 10 hp engine in excellent condition. Speedy, serviceable and seaworthy boat, suitable for runabout or fishing. Good trade. Apply to R. C. Emery, Seaside, office, Eastport, Me.

TO LET—Farm of about eighteen acres complete with good building; near golf links, St. Andrew. Apply to Mrs. P. G. HANSON, St. Andrew, N.B. 16-1.

TO LET—Furnished, Season 1918. Commodious Brick Dwelling, Corner King and Montague Streets, opposite English Church. Eight Bedrooms, 3 Bath, Water and Acetylene Lights. F. H. GRIMMER, agent.

THE FIRST WEEK IN SEPTEMBER. Is the beginning of our busy season, but you can enter anytime. Send for new Catalogue containing tuition rates and full information.

ST. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster. Office hours from 8 a.m. to 6 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.

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 card does not require the "War Tax" stamp.

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

Arrives: 12.30 p.m. Closes: 4.55 p.m. Mails for Deer Island, Indian Island, and Campbell—Daily Arrives: 11 a.m. Closes: 12.30 p.m.

All Matter for Registration must be Posted in the Office for the Chief of Customs 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. Andrew, N.B., Canada.