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THE U. N. B. AND ITS HAPPY WARRIORS

That is the happy Warrior; this is he Whom every man in arms should wish to be.

IN the year 1800, a date easily remembered, there was established at Fredericton in the newly formed province of New Brunswick an educational institution, with the privileges of a university, including the power to confer degrees, called the College of New Brunswick.

Quite a few of the loyalists, who by this time largely comprised the population, were graduates or undergraduates of Yale and Harvard. Knowing well the value of education, they made every possible effort that the inhabitants in the new settlements might at least have the new settlements might at least have "schooling" for their children, and that the means of attaining a higher education might be within reach. When the college was established it was welcomed heartily by those citizens, now practically deprived of access to the seats of learning in the New England States.

The College of New Brunswick did good, if comparatively limited, work. It does not appear that the attendance was large, or that degrees were conferred to any extent. Financial stringency was then, as even now with most colleges, a serious hindrance. The public grant, supplemented by the fees of students who, however capable and willing to study, were not in a position to draw money as from a tap, was insufficient. Millionaires who could be made doctors of law and literature, in return for pecuniary contributions, had not been invented.

So, some years passed away, and it became necessary to look about to see what could be done to keep the new institution on its feet. Poor old stupid George the Third had ended his unhappy career, and his unworthy son, the fourth George, of whom we are probably more ashamed than of any other king who sat on the throne, was doing his best to hinder and hamper Canning and a few other able statesmen of his time, who were striving to settle the principles of the future home and foreign policy of the empire.

The authorities of New Brunswick conceived the idea of securing the interest of Our Most Gracious Sovereign Lord and King of that day; and so, by various enactments, as the lawyers have it, the College of New Brunswick was re-founded as King's College, with our most religious and pious King as its true and proper founder. His Majesty was petitioned in the year of grace eighteen hundred and twenty-three, "to put the said college upon such a footing as to His Majesty, in his royal wisdom, may seem meet." Royal wisdom, as applied to George the Fourth, is really lovely. However, the royal wisdom, or to speak truthfully, the wisdom of the statesmen in charge of colonial affairs, set itself in motion. Whether owing to the royal wisdom or not, henceforth the college developed as well as the straitened ideas of the narrow-minded times would allow. It was practically a Church of England institution, with a professor in theology, and with various religious tests, including no doubt a subscription by the president, the professor of theology, and likely the other professors, to that unique compendium of Church of England doctrine—two-thirds of which many people think might well be scrapped—the Thirty-nine Articles of religion. Nevertheless, a good classical and literary education men got in that old college, even if mathematics was more or less taboo, or at least undervalued. All in all King's College did good work, and its graduates went forth into the world not unworthily equipped.

The time came when it was thought that a provincial university assisted by a public grant should be entirely free from sectarianism, and in the year 1859, by means of various further enactments, King's College became a thing of the past, and the University of New Brunswick arose on the educational horizon. All religious instruction and lectures were done away with, the Thirty-nine Articles no more perplexed the aspiring student the study of the Greek and Latin languages was no longer regarded as the only field for intellectual effort, the mathematical course was appreciably strengthened and popularized, and the college, relieved from the weight of reactionism, entered upon a career which has ever since been faithfully and honorably pursued. Perhaps it was about this time, when the erstwhile College of New Brunswick became the University of New Brunswick, that an impious alderman of Fredericton took it upon himself to change the name of a street leading to the college from College Row to University Avenue. One does not have much sympathy with changes of this nature. They bespeak snobbishness, and in effect remove milestones of history.

So much in the way of a brief outline of the earlier history of the U. N. B.

Some men of prominence have passed its curriculum. Parliament of recent years has had, amongst its leading exponents, graduates whose modesty—a modesty so strikingly associated with politicians—one feels sure would forbid the mention of their names.

Literature in prose and poetry is worthily represented by graduates and undergraduates, who have walked up the narrow, winding, hilly, woods-guarded path that leads from Gas Alley—may this name still survive—across the wide and gently sloping lawn, to the solid, substantial, unpretentious but imposing "main building," overlooking the pretty tree-shaded capital and cathedral city. Other buildings have gone up, as time and occasion demanded—up-to-date, convenient, practical buildings, and sightly enough, fit for the practical lectures and labors therein expounded and carried on. But down on these modern structures the old gray college, through its antique-fashioned panes of window glass, looks with stony stare, contemptuous of such new arrivals, as of the coming of ill-bred and unnecessary intruders.

The credit which reverend, learned, and eloquent alumni have brought to the college shrivels into nothing compared to the lustre that fairly illuminates its old class rooms and corridors through the imperishable deeds of those noble lads who, in the autumn of 1914 and since, tossed aside cap and gown, even more resignedly their books and scientific instruments, put on the uniform, took up the rifle and the spade, groomed horses, became baymen to officers—even some times very unmannerly officers, it is to be feared, became officers themselves, never unmannerly we trust, particularly to inferiors—for in this may the true gentleman ever be distinguished from the counterfeit—gave up their easy, scholarly mode of life, their late morning snoozes and merry midnight revels, gave up their freedom in fact, to become machines. Military authority promised when these boys enlisted that they would be kept together, but in the matter of recruiting military promises are not the most reliable. A magnificent record have the boys made in France. Many have attained distinction, and bear medals, worthily won and honorably worn. Not unnaturally the artillery attracted them, and their training in geometry and engineering makes them peculiarly useful in this arm of the service. Two field batteries mobilized in Fredericton late in the autumn of 1914, and one of these so many of the lads joined that is popularly known as "the college battery."

Of course, when the battery went to England it was broken up, and the boys who had hoped to have been kept together, were scattered hither and thither. There was little complaint, but bitter disappointment. The inducements held out to young Canadians of all classes, when volunteering, that they would not be separated from their pals, and the utter disregard of these inducements when the boys got overseas, are deeply resented by many of their relatives and form one of the blot on the generally clear page of Canada's participation in the war. Students from all the Canadian colleges—or from nearly all—have most serenely done their duty. These bright, clean-limbed, quick-witted lads sprang to the fore at the time of their country's need with surprising alertness. That they should ever be called to such a sacrifice was the last thing they expected when as verdant freshmen they entered the college doors. Wars, it was thought, were a thing of the past. So faithfully were the Christian pastors and Christian statesmen, throughout the world, attending to their sacred and responsible duties, that the possibility of a world war, exceeding anything in the history of mankind, was unthinkable. But the strong castle proved the frailest house of cards and fell in a day. To these young students—from every college—the quick and the dead, one wishes to pay the sincerest tribute of esteem, respect, and regard. There was so much ahead of them, and the country looked for so much from them.

The hoary colleges look down On careless boys at play, But when the bugles sounded war They put their games away, God rest you, happy gentlemen, Who laid your good lives down, Who took the khaki and the gun Instead of cap and gown. Many will come back, greater and more splendid men than they could possibly have been, had they remained deaf to the country's call. Canada will need such men. Men inspired by wisdom—in corruptible, above mere cynicism—will be needed in the period of reconstruction. The practical man, the railway magnate, the bank potentate, the corporation lawyer, the millionaire grandee, we will find in abundance; but if the country is really to be an ideal of democracy—democracy apparently so very susceptible to the insidious attacks of the twin parasites of

greed and graft—the hope of the future must lie in those who, having faced death and passed through hell, will have experienced a real vision, and who with the same sublime courage and patriotism with which they faced the terrors of battle, will aid in and insist upon the building up of a national character, in which truthfulness, frankness, and honor, shall be of more value to the state than deceit, duplicity, and chicanery. Looking out for such men, Canada will find many of them among the college boys now in France. Many will come home—the large majority we may hope—and their homecoming cannot be made too much the occasion for an ovation, As Leacock puts it, Then shall the bonfires burn To tell the message of their glad return. Ho, porter, wide the gate, beat loud the drum, Up with the Union Jack, they come, they come.

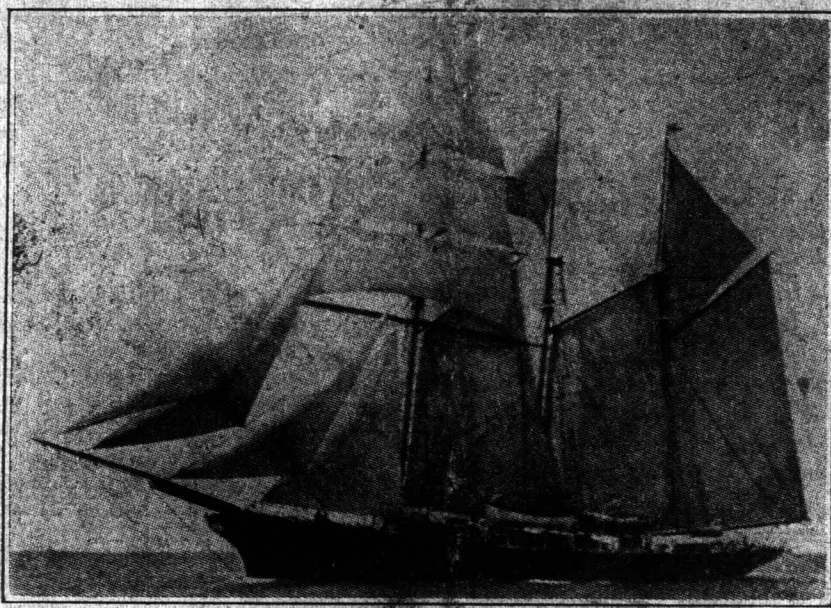
But, some will not come back. To use the quaint and touching colloquialism of the army, they have "gone west." And the ranks of the boys from the U. N. B. have been sadly thinned. Many who have hoped to return and renew old acquaintances in the college city—so well beloved—will not return. They have won the

OLD AGE

THE seas are quiet when the winds give o'er; So calm are we when passions are no more. For then we know how vain it was to boast Of fleeting things, so certain to be lost. Clouds of affection from our younger eyes Conceal that emptiness which we describe. The soul's dark cottage, battered and decay'd, Lets in new light through chinks that time has made: Stronger by weakness, wiser now become, As they draw near to their eternal home. Leaving the old, both worlds at once they view That stand upon the threshold of the new.

EDMUND WALLER (Born March 3, 1666; died October 21, 1687)

EARL BRASSEY, FAMOUS YACHTSMAN, IS DEAD



THE FAMOUS YACHT "SUNBEAM"

London, Feb. 25.—The death of Earl Brasseley is announced.

Though a man of multifarious activities, and loaded with honors by successive sovereigns, the late Lord Brasseley was chiefly known to the outside world by the many voyages he made in his famous yacht, *Sunbeam*, in which he covered 400,000 nautical miles. He presented this yacht to the Government of India in 1916 to be used as a hospital ship. Lord Brasseley came to Canada in the *Sunbeam*, which he navigated himself, and visited Montreal at the gathering of the Chambers of Commerce of the Empire of which he was president, about ten years ago.

His interest in Canada greatly antedated this event, however, for his father, Thomas Brasseley, was one of the firm of contractors, which built the first lines of the Grand Trunk Railway and also the Victoria Bridge at Montreal.

An instance of the extreme secrecy with which the Germans guarded their military and naval secrets and activities no longer ago than two months before the war broke out, may be called to mind by an incident in which Lord Brasseley figured. At the opening of the Kiel canal in June, 1914, which was celebrated by a regatta, Lord Brasseley was present with the *Sunbeam*. In rowing ashore in a small boat, he passed within the forbidden precincts of some government works, an arsenal or something of the sort. The late Earl was immediately arrested by German police and kept in custody for about an hour, by which time he had been able to secure identification. The Kaiser is said to have had a "pleasant laugh" with Lord Brasseley in apologizing to him for the "mistake" later.

The late Earl Brasseley had reached the great age of eighty-two years, having been born February 11, 1836. Educated at Rugby, and University College, Oxford, his public life began when he was elected to Parliament as a Liberal for Devonport

in 1865, and he was later member for Hastings from 1868 to 1885. He was president of the Statistical Society, 1879-80; Civil Lord of the Admiralty, 1880-84; Secretary to the Admiralty, 1884-87; served on royal commissions on unseaworthy ships, defence of coaling stations, relief of aged poor, opium, canals and inland navigation; was Lord-in-Waiting 1894; president of the Institute of Naval Architects, 1893-95; Governor of the State of Victoria, Australia, 1895-1900.

In addition he was a Younger Brother of the Order of the Bath, a Knight of the Order of the 2nd Home Counties Brigade, Royal Field Artillery, Territorials, and Honorary Captain of the Royal Naval Reserve. He held a Board of Trade certificate as ship's master and navigating officer.

Lord Brasseley was twice married, his first wife, Anna Alnutt, being the author of several well known books dealing with various voyages of the *Sunbeam*. She met a tragic end, throwing herself off the yacht while suffering from mental trouble. His second wife was Sybil de Vere, daughter of Viscount Malden. Of the first marriage one son and three daughters survive, and of the second one daughter. The present Earl de la Warr is a grandson, and Baron Willington is a son-in-law.

Created a Baron by Queen Victoria in 1886, Lord Brasseley was raised to an Earldom by King George in 1911. Previously, in 1881, he was created a Knight Commander of the Bath, and in 1906 was promoted to be a knight Grand Cross of the same order. He held honorary degrees of Oxford and Dublin Universities, and many other decorations.

Among many publications the late Earl produced five volumes on the British navy, and books on "Work and Wages," "Foreign Work and British Wages," and "Sixty Years of Progress." He was the founder and first editor of the *Navy Annual*.

Lord Brasseley is succeeded by his only son, Viscount Hythe.

"wooden cross." For them what nobler tribute than these lines recently appearing in the *London Times*.

The brightest gems of Valor in the Army's diadem Are the V. C. and the D. S. O. M. C. and D. C. M.

But those who live to wear them will tell you they are dress Beside the Final Honor of a simple Wooden Cross.

May the writer of this article be forgiven for introducing a personal note, only to say, that if it ever be his privilege to stand before one, in particular, of these wooden crosses in a cemetery in a small French town, he will bow before it with more lowly veneration than he would render to the most bejeweled crucifix in the noblest fane of Christendom—T. C. L. Ketchum, in the *University Magazine*, Montreal, for February.

* * * The author of the above very interesting article is a native of St. Andrews, a son of the late Canon Ketchum who graduated from the University of New Brunswick in 1846. Mr. Ketchum is a well-known journalist, and is Court Stenographer for Judge Carleton. The article is of pathetic interest in that Mr. Ketchum's only son, a promising student at the U. N. B., was killed in action in France.

NEWS OF THE SEA

—Madrid, Feb. 23.—The Spanish steamer *Maria Caspio* has been sunk by a submarine, on her way to New York with a cargo of cork.

The crew was picked up by the Spanish steamer *Cladio Lopez Y Lopez*, which also was stopped by the submarine but later was allowed to proceed.

The captain of the *Cladio Lopez Y Lopez* had the greatest difficulty in inducing the commander of the submarine to allow him to continue the voyage. The submarine commander wanted to sink the liner because she was carrying a number of cars consigned to the Spanish Northern Railway, which is partly French owned.

—Paris, Feb. 23.—No French merchantmen and no fishing vessels were sunk by German submarines or mines during the week ending February 16. Three merchantmen successfully escaped submarine attacks. Steamers entering French ports totalled 619 and departing 876.

—Copenhagen, Feb. 25.—A Trondjem dispatch received here states that the German steamer *Dusseldorf*, en route from Tromsco to Stettin, has been captured by a British auxiliary cruiser.

—St. Johns, Nfld., Feb. 21.—A gale of seventy-five miles an hour has swept the south and east coast for the past thirty-six hours, accompanied by sleet at first, then turning to rain. Several coasting schooners are stranded, but no loss of life is yet reported, some having narrow escapes. The Canadian *Acadian*, with steering gear disabled and drifting helplessly five miles from the coast opposite Burin, sent ashore a boat for assistance late evening. The Reid steamer *Ethie* went to her assistance and got a hawser aboard, which parted. The sea was running too high for further attempts, and after rescuing five of the thirteen men of the crew the *Ethie* had to put into port to escape the storm. Nothing has since been heard from the *Acadian*. The direction of the gale would put her inshore unless she could improvise a steering gear to control the ship; but, failing this, her chance of escaping disaster with all on board is very slim.

—Halifax, Feb. 22.—J. A. Farquhar & Co., Ltd., received word to-day from Burin, Nfld., that Captain Scott and nine of the crew of the steamer *Acadian* had been lost when their ship was wrecked on the Newfoundland coast. The chief engineer, second mate, chief steward, one sailor and one fireman were saved, the message said.

The *Acadian* was formerly the steamer *Seniac*, of Halifax. She was bound from Louisbourg, N. S., for St. Pierre, Miquelon.

An Atlantic Port, Feb. 22.—All the crew of 47, of the British tramp steamer *Etruria*, a total loss aground off this coast, were landed to-day by a coast guard ship.

—Amsterdam, Feb. 25.—A dispatch to the *Dusseldorfer Zeitung* from Berlin says the auxiliary cruiser *Wolf* landed in the Austrian harbor of Pola. The dispatch adds that the vessel tried repeatedly to return to the North Sea, but always was barred by the watchfulness of the British ships.

—London, Feb. 25.—Referring to a German report of the return of the German auxiliary cruiser *Wolf* after a cruise of fifteen months, a British Admiralty communication issued this evening assumes that during that period the *Wolf* sank in the Indian and Pacific Oceans the following eleven ships and made their crews prisoner.

Steamers—*Turritella*, *Jumna*, *Wardsworth*, *Wairuna*, *Beluga*, *Matunga*, *Hitchi Maru*, and *Igotz Mendt*. Sailing vessels—*Dee Winslow*, and *Encore*.

The communication adds: "The *Turritella* was an unarmed merchantman and not a cruiser. She was captured in Feb., 1917, and a German prize crew placed aboard. The *Turritella* was then equipped for mipe laying, but a few days later was encountered by a British warship, whereupon the prize crew sank the *Turritella* and were themselves taken prisoners."

—Copenhagen, Feb. 26.—The Spanish steamer *Igotz Mendt*, with a German prize crew from the Pacific ocean on board, is ashore near the Skaw lighthouse. Two of the prisoners aboard are Americans.

The prisoners on the *Igotz Mendt* were taken from six ships which had been sunk. Several of the prisoners had been aboard the vessel for eight months while she cruised in the Pacific ocean.

The Danish authorities have interned the German commander of the *Igotz Mendt*. The German prize crew refused to leave the ship.

There had been an epidemic of beri beri and scurvy on board the vessel. The steamer *Igotz Mendt* was captured by the German auxiliary cruiser *Wolf*,

nine months ago in the Gulf of India. The German navigators who were placed aboard had been following the *Wolf* ever since. All the persons who had been held prisoner on board the vessel have been taken ashore.

—An Atlantic Port, February 25.—An American steamship arriving here to-day brought seventeen members of the crew of the Danish steamship *Tranquebar*, who were picked up at sea. There had been no previous report of the loss of the *Tranquebar*, a vessel of 3,453 tons gross.

—An Atlantic Port, February 25.—Fourteen men, comprising officers and crew of the Norwegian bark *Paposo*, which foundered off the Virginia Coast February 10, were brought here by a Swedish bark to-day. The *Paposo* had been dismasted and the men were taken on when she was about to go to the bottom. The bark was on a voyage from Bahia, Brazil, for Philadelphia, with a cargo of manganese ore.

—New York, Feb. 26.—The British freight steamer *Philadelphian* of 5,120 gross tons, owned by the Leyland Line, has been sunk by a submarine. She left here with cargo for British ports on Feb. 11, and was torpedoed about Feb. 21.

News of the *Philadelphian's* loss was received to-day in marine insurance circles, and confirmed at the offices of the Leyland Line. No details were received.

—Madrid, Feb. 26.—A dispatch from Bilbao says the Spanish steamer *Neguri* has been sunk by a submarine. Her crew was landed on Ferro Island, one of the Canary group.

The *Neguri* is the fifth Spanish vessel torpedoed by submarines in as many weeks. The Spanish government already has made representations to Germany concerning the sinking of several of the steamers, and it is not unlikely that the *Neguri* and the steamer *Igotz Mendt*, which was seized by the Germans as a prize, also will enter into the diplomatic stage on a protest by Spain.

The *Neguri* was a vessel of 1,859 tons. She was built in England in 1894 and her home port was Bilbao.

—Philadelphia, Feb. 27.—The tank steamer *Santa Maria* has been torpedoed and sunk off the Irish coast, according to cable advices received here to-day. The crew was saved.

The *Santa Maria* was of 8,300 tons dead weight, was owned by the Sun Company, of Philadelphia.

—Washington, Feb. 27.—Thirty officers and enlisted men of the naval tug *Cherokee* are believed to have been lost when the vessel foundered yesterday morning in a fierce gale off Fenwick Island lightship, twenty-seven miles from the Delaware Capes.

Ten survivors, who got away on the first life raft were safely landed. Four other men got away on another life raft, but two were washed overboard and drowned, and the other two died, probably from exposure. The four bodies were taken into Philadelphia.

The *Cherokee* formerly was a tug of the Luckenbach Steamship Company, and not long ago was requisitioned by the government.

—Swansea, Feb. 27.—The British hospital ship *Glenart Castle* which was sunk yesterday in the Bristol Channel, went down in seven minutes. The torpedo struck in No. 3 hold. The lifeboats on the starboard side were for the most part smashed by the explosion. Only seven lifeboats could be launched and these with the greatest difficulty.

Capt. Burt was last seen in the chart house, after the last boat was launched and it is believed that he went down with the ship.

The sea was so rough that it was almost impossible to handle the lifeboats, which required continuous bailing by all hands. Two boats were picked up after many hours at sea and the survivors landed here. One boat contained nine men, the other twenty-five.

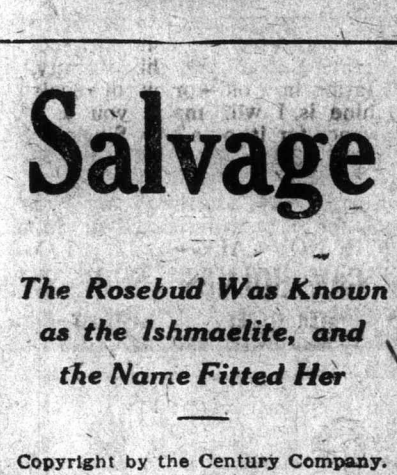
Of the two hundred persons aboard, one hundred and fifty were members of the crew; seven were women nurses, none of them has yet been reported saved; the others belonged to the Red Cross and included doctors, nurses and orderlies.

—London, Feb. 27.—Eighteen British merchantmen were sunk by mine or submarine in the past week, according to the British admiralty report to-night. Of these fourteen were vessels of 1,600 tons or over and four under that tonnage. Seven fishing vessels also were sunk. The losses of British shipping in the past week show a considerable increase over the previous week, when the vessels destroyed numbered fifteen, twelve of them over 1,600 tons. In the preceding week, nineteen British merchantmen were sent to the bottom.

HURRICANE AT MONTREAL

Montreal, Feb. 26.—A hurricane, which at times rose to a velocity of sixty miles an hour, swept over Montreal last night. No great damage was done, though the streets were cleaned of sign boards and electric fixtures.

Stirring Stories of the Sea



by Morgan Robertson

Salvage

The Rosebud Was Known as the Ishmaelite, and the Name Fitted Her

HE had a large crew, abnormally large hawse pipes and a bad reputation—the last attribute born of the first. Registered as the Rosebud, this innocent name was painted on her stern and on her sixteen dories, but she was known among the fishing fleet as the Ishmaelite, and the name fitted her. She usually left behind her such bitter memories of her visit as placed the last port at the ootom of her list of markets.

Once, too, three small schooners had come home with empty holds and complained of the appearance while anchored in the fog of a flotilla of dories



She Was Known as the Ishmaelite, and the Name Fitted Her.

meant by masked men, who overpowered and locked all hands in cabin or forecabin and then removed the cargoes of fish to their own craft, hidden in the fog. Shortly after this the Ishmaelite disposed of a large catch in Baltimore, and the piracy was believed of her, but never proved.

Her luck at finding things was remarkable. Drifting dories, spars, oars and trawl tubs sought her unsavory company as though impelled by the fiendlike perversity which had sent them drifting. They were sold in port or returned to their owners when paid for.

In the early part of her career she had towed a whistling buoy into Boston and claimed salvage of the government, showing her logbook to prove that she had picked it up far at sea. The salvage was paid, but as her reputation spread, there were those who declared that she herself had sent the buoy adrift.

With her blunt jibboom she had prodded a hole in the side of a lighthouse supply boat and sailed away without answering questions. The government was taking cognizance, and her description was written on the fly leaves of several revenue cutters' logbooks, while Sunday newspapers in the large cities began a series of special articles about the mysterious schooner rigged pirate of the Atlantic fishing fleet.

Her trips had become necessarily longer, and there was but two weeks' supply of food in the lazaret. The New England coast was an enemy's country, but in the crowded harbor of New York was a chance to be unobserved at anchor long enough to secure the stores she needed. So Cape Cod was doubted on the way to New York, but the brisk offshore wind developed a gale that blew her to sea.

Hard headed, reckless fellows were these men who carried the Rosebud and ran her on shares. They were eighteen in number, and they typified the maritime actions of the world. Americans predominated, of course, but English, French, German, Portuguese, Scandinavian and Russian were among them. The cook was a West India negro, and the captain, or their nearest approach to a captain, a Portland Yankee.

The captain's navigation had its limits, however, and this gale defined them. He could find his latitude by meridian observation and his longitude by morning sights and chronometer time. His dead reckoning was trustworthy, and he possessed a fair working conception of the set and force of the Atlantic currents and the heave of the sea in a blow. But his studies had not given him more than a rudimentary knowledge of meteorology and the laws of storms.

luffed out of the hollows took form and identity, a two-masted steamer with English colors, union-down at the gaff. Her broadside drift was faster than that of the dismantled craft riding to her wreck, and in a few hours she was dangerously near, directly ahead, rolling heavily in the trough of the sea.

"Wunner what's wrong wid her," said the cook. "Amos," he called to another, "is her engine bus' down?" "Dunno," answered Amos. "Steam's all right. See the jer'comin' out of the stack? There, she's turnin' over—kick in ahead. 'Bout time if she wants to clear us. She's signalin'. What's that say, Elisha?"

The ensign was fluttering down and a string of small flags going aloft to the other part of the signal balyards. Elisha, the navigator, went below and returned with a couple of books, which he consulted.

"Her number," he said. "She's the Afghan Prince o' London." The flags came down to be replaced by others. "Rudder carried away," he read and then looked with the glasses. "Rudder seems all right. Must mean his steering gear. Why don't they rig up steerin' or a drag over the stern?"

"Marlin," said Elisha to the cook, "what's the matter with our belin' a drag for her?" "Dead easy if we kin git his line an' he knows how to rig a brace."

"We can show him if it comes to it. What ye say, boys? If we steer her into port we're entitled to salvage. She's helpless, we're not, for we've got a jury rig under the bows. Hello! What's he sayin' now?" Other flags had gone aloft, on the steamer, which asked for the longitude. Then followed others which said that the chronometer was broken.

"Better'n ever!" exclaimed Elisha excitedly. "Can't navigate. Our chronometer's all right. We never needed it, and don't know but it's a big help in a salvage claim. What ye say? Can't we get our hemp cable to him with a dory?"

Why not? A dory was thrown over, and Elisha and Amos pulled to the steamer. "Badly rattled," they reported on their return. "Tiller ropes parted, and not a man aboard can put a long splice in a wire rope, an' o' course, we said we couldn't. They'll take our line, an' we're to chalk up the position an' the course to New York. Clear case o' salvage. We furnish everything an' sacrifice our jury material to aid 'em. There's anywhere from one to two hundred thousand—bull an' cargo—that we save. We'll get no less than a third, mebbe more."

They knotted four or five dory rods together, coiled the long length of rope in the dory, unbet the end of their water laid cable from the anchor and waited until the wallowing steamer had drifted far enough to leeward to come within the steering arc of a craft with no canvas, then they cut away the wreck, crowded forward, all hands spreading coats to the breeze, and when the schooner had paid off steered her down with the wind on the quarter until almost near enough to haul the steamer, where they rounded-

Soon the steamer's crew had the end of the cable on board. The bridge, two heavy ropes leading from the after winch out the opposite quarter chocks to the end of the cable, was quickly rigged by the steamer's crew. With a warning toot of the whistle she went ahead, and the long towline swept the sea tops, tautened, strained and cracked on the windlass bits and settled down to its work while the schooner dropping into her wake, was dragged westward at a ten knot rate.

"This is bully," said Elisha gleefully. "Now I'll chalk out the position an' give her the course—magnetic, to make sure." He did so, and they held up in full view of the steamer's bridge a large blackboard showing in six inch letters the formula: "Lat. 41-20. Lon. 69-10. Mag. Co. W. half S."

ped by the cook. His voice was a little higher pitched than usual; otherwise he was the steadiest man there.

"We'll hang right on to our brand new cable men," he said. "It's ours, not theirs. 'Course we kin turn her adrift ag'in an' be wuss of too. We can't find de foremast now. But dat ain't de best way. John," he called to the Englishman of the crew, "how many men do you country tramp steamers carry?"

John computed mentally, then muttered: "Two mates, six ash cats (engineers and firemen), two funkies, two quartermasters, watchman, deckhands—oh, 'bout sixteen or seventeen, Marlin."

"Boys, let's man de win'llass. We'll heave in on our cable, an' if we kin git close enough to climb aboard we'll reason it out wid dat English cappen, who can't do his way round alone wid-out stealin' little fishin' schooners."

"Right!" they yelled. "Man the windlass. We'll show the lime juice thief who's doin' this!" "Amos," said Martin to the ex-engineer, "you try an' member all you forgot 'bout engines in case anything happens to de crew o' dat steamer, an' Elisha, you want to keep good track of where we go, so's you kin find you way back."

"I'll get the chronometer on deck now. I can take sights alone."

They took the cable to the windlass barrel and began to heave. It was hard work, equal to heaving an anchor against a strong head wind and ten knot tide-way. While the first shift labored the rest watched the approach of a small tug towing a couple of scows, which seemed to have arisen out of the sea ahead of them. When the steamer was nearly upon her she let go her towline and ranged up alongside, while a man leaning out of the pilot house gesticulated to the steamer's bridge and finally shook his fist. Then the tug dropped back abreast of the schooner. She was a dinky little boat, the biggest and brightest of her fittings being the name board on her pilot house, which spelled in large gilt letters the appellation "J. C. Hawks."

"See," yelled her captain from his door, "I'm blown out w' my barges, short o' grub an' water. Can you gi' me some? That lime juice sucker ahead won't."

"Can you tow us to New York?" asked Elisha, who had brought up the chronometer and placed it on the horse ready to take morning sights for his longitude if the sun should appear.

"No, not unless I sacrifice the barges an' lose my contract w' the city. They're garbage scows, an' I haven't power enough to hook on to another. Just got coat enough to get in."

"An' what do you call this—a garbage scow?" answered Elisha ill naturedly. "We've got no grub or water to spare. We've got troubles of our own."

"Man alive, we're thirsty here! Give us a breaker o' water. Throw it overboard. I'll get it!"

"No; told you we have none to spare, an' we're being yanked out to sea."

"Well, gi' me a bottleful. That won't hurt you."

"No! Sheer off. Git out o' this. We're not in the Samaritan business."

A forceful malediction came from the tug captain and a whirling monkey wrench from the hand of the engineer, who had listened from the engine room door. It struck Elisha's chronometer and knocked it off the house, box and all, into the sea. The tug steamed back to her scows.

"That lessens our chance just so much," growled Elisha as he joined the rest. "Now we can't do all we agreed to."

ber, an' when we get 'em all we've got dat boat an' dem men!" So they warped their craft across the western ocean. Knot after knot, bow after bow, came over the bows and cumbered the deck.

They would have passed them over the stern as fast as they came in were they not salvors with litigation ahead, for their hands must be clean when they entered their claim, and to this end Elisha chalked out the longitude daily at noon and showed it to the steamer, always receiving a thankful acknowledgment on the whistle. He secured the figures by his dead reckoning, but the carefully kept logbook also showed longitude by chronometer sights, taken when the sun shone, with his old quadrant and older watch, and corrected to bring a result plausibly near to that of the reckoning by log and compass.

The coming up to the bow of an anchor chain of six inch link told them that the end was near, that the steamer had exhausted her supply of towlines and that her presumably sane skipper would not give them his last means of anchoring, the other chain.

The steamer ceased her coyness, and her crew watched from the taffrail, while those implacable, purposeful men behind crept up to them.

On a calm, still night they finally unshipped the windlass brakes and looked up at the round black stern of the steamer not fifty feet ahead. They were surrounded by lights of outgoing and incoming craft, and they knew by soundings taken that day, when the steamer had slowed down for the same purpose, that they were within the hundred fathom curve, close to the mouth of the English channel, but not within the three mile limit. Rejoicing at the latter fact, they armed themselves to a man with belaying pins from their still intact pin rails and climbed out on the cable, the whole eighteen of them, man following man, in close climbing order.

"Now, look here," said a portly man with a gilt bound cap to the leader of the line as he threw a leg over the taffrail, "what's the meaning, may I ask, of this unreasonable conduct?"

"You may ask, of course," said the man—it was Elisha—"but we'd like to ask something too." (He was sparing for time until work should arrive.) "We'd like to ask why you drag us across the Atlantic ocean against our will."

Another man climbed aboard and said: "Yes, we've got to steer you into New York. You's adrift in de trough of de sea, an' you got no chronometer, an' you can't navigate, an' we come long—under command, mind—you—an' give you our towline an' tell you de road to port. What you mean by dis?"

"Tut, tut, my colored friend!" answered the man of gilt. "You were dismantled and helpless, and I gave you a tow. It was on the high seas, and I chose the port, as I had the right."

Another climbed on board. "We were not helpless," rejoined Elisha. "We had a good jury rig under the bows, and we let it go to assist you. Are you the skipper here?"

"I am."

Martin's big fist smote him heavily in the face, and the blow was followed by the crash of Elisha's belaying pin on his head. The captain fell and for awhile lay quiet. There were four big, strong men over the rail now and others coming. Opposing them were a second mate, an engineer, a fireman, coal passer, watchman, steward and cook—easy victims to these big limbed fishermen. The rest of the crew were on duty below decks or at the steering winch. It was a short, sharp battle.

A few pistol shots exploded, but no one was hurt, and the firearms were captured and their owners well hampered with belaying pins; then, blindfolded, alive with crawling things, the whole party raided the steering winch and engine room, and the piracy was complete.

Amos, the ex-engineer, announced to the captives that, with all due respect for the law, national and international, they would take that distressed steamer boat into New York and deliver her to the authorities, with a claim for salvage.

When the infuriated English captain, now recovered, had exhausted his stock of adjectives and epithets he informed them that there was neither food nor coal for the run to New York, to which Elisha replied that, if so, the foolish and destructive waste would be properly entered in the logbook and might form the basis of a charge of battery by the underwriters if it turned out that any underwriters had taken a risk on a craft with such an "all fired lunatic" for a skipper as this.

rous expression. "They're not doin' it for nothin'. They're warin' their hats at us. Somethin' on their minds."

"We'll let 'em have. We'll go 'long 'bout our business."

So they went at eight knots an hour, for, try as they might, Amos could get no more out of the engine. "She's a devil to chew up coal," he explained. "We may have to burn the boat yet."

"Hope not," said Elisha. "'Tween you an' me, Amos, this is a desperate bluff we're makin', an' if we go to de-stroyin' property we may get no credit for savin' it. We'd have no chance in the English courts at all, but it's likely an American judge 'ud recognize our original position—our bargain to steer her in."

"Too bad 'bout that tarred cable of ours," rejoined Amos. "Three days good fuel in that, I calculate."

"Well, it's gone with the codfish, and the fact is properly entered in the log as barratrous conduct on the part of the skipper. Enough to prove him insane."

And, further to strengthen this possible aspect of the case, Elisha found a blank space on the leaf of the logbook which recorded the first meeting and bargain to tow and filled it with the potential sentence, "Steamer's commander acts strangely." For a well kept logbook is excellent testimony in court.

Elisha possessed a fairly practical and ingenious mind and with a flexible steel straight edge rule and a classroom globe in the skipper's room laid out his course.

The third day's sun arose to show them an empty deck on the schooner, over a dozen specks far astern and to the southward and an eastbound steamship on their port bow. The specks could be nothing but the dories, and they were evidently trying to intercept the steamship. Elisha yelled in delight.

"They've abandoned ship—just what I hoped for—in the dories! They're so case at all now!"

"But what for, Elisha?" asked Martin. "Mus' be hungry, I think."

"Mebbe, or else they think that liner, who can stop only to save life—carries the mails, you see—will turn round and put 'em in charge here. Why, nothin' but an English man-o-war could do that now."

They saw the steamship slow down, while the black specks flocked up to her, and then go on her way. And they went on theirs. But three days later they had reasoned out a better explanation of the Englishmen's conduct. Martin came on deck with a worried face and announced that, running short of salt meat in the harness cask, he had broken out the barrels of beef, pork and hard bread that he had counted upon and found their contents absolutely unuseable, far gone in putrescence, alive with crawling things.

"Must ha' thought he was sitting on a Yankee hell ship when he bought this," said Elisha in disgust as he looked into the ill smelling barrels. "Overboard with it, boys!"

They resigned themselves to a gloomy outlook, gloomier when Amos reported that the coal in the bunkers would last but two days longer. He had been mistaken, he said. He had calculated to run compound engines with Scotch boilers, not a full powered blast furnace with six inches of scale on the crown sheets.

chance would come in port to remove the section of wire rope with which they had joined the broken ends.

Fate became still more unkind. The logbook disappeared, and the strictest search failing to bring it to light, the conclusion was reached that it had been fed to the fires among the wreckage of the skipper's room and furniture.

Martin had raked and scraped together enough of food to give them two scant meals; but, these eaten, starvation began. The details of their suffering need not be given.

The afternoon of the third day of fog the thumping, struggling engines halted, started, made a half revolution and came to a dead stop. Amos crawled on deck and forward to the bridge, where, with Elisha's help, he dragged on the whistle rope and disipated the remaining steam in a wheezy, gasping howl. It was answered by a furious siren blast from directly astern, and out of the fog, at twenty knots an hour, came a mammoth black steamer. Seeming to heave the small tramp out of the way with her bow wave, she roared by at six feet distance, and in ten seconds they were looking at her vanishing stern. But ten minutes later the stern appeared in view as the liner backed toward them. The reversed English ensign still hung at the gaff, and the starving men, some prostrate on the deck, some clinging to the rails, unable to shout, had pointed to the flag of distress and beckoned as the big ship rushed by.

"There's a chance," said the captain of this liner to the pilot as he rejoined him on the bridge an hour later, "of international complications over this case, and I may have to lose a trip to testify. That's the Afghan Prince and consort that I was telling you about. Strange, isn't it, that I should pick up these fellows after picking up the legitimate crew going east? I don't know which crew was the hungrier. The real crew charge this crowd with piracy. By George, it's rather funny!"

"And these men," said the pilot, with a laugh, "would have claimed salvage?"

"Yes, and had a good claim, too, for effort expended. But they've offset it by their violence. Their chance was good in the English courts if they'd only allowed the steamer to go on. And then, too, they abandoned her in a more dangerous position than where they found her. You see, they met off Nantucket with sea room, and nothing wrong with her but broken tiller ropes, and they quit her close to Sandy Hook in a fog, more than likely to hit the beach before morning. Then, in that case, she belongs to the owners or underwriters."

"Why didn't they make Boston?"

"Tried to, but overran their distance. Chronometer must have been 'way out. I talked to the one who navigated and found that he'd never thought of allowing for local attraction—didn't happen to run against the boat's deviation table—and so, with all that railway fun below hatches, he fetched clear o' Nantucket, and 'way in here."

"That's tough. The salvage of that steamer would make them rich."

"Wouldn't it? And I think they might have got it if they could have held out."

"Yes; think they might. But here's another funny thing about it: They needn't have started. They needn't have chopped her to pieces for fuel. I just remember now. Her skipper told me there was good anthracite coal in her hold and Chicago canned meats, Minnesota flour, beef, pork and all sorts of good grub. He carried some of the rails in the 'tween deck for steadyin' ballast, and I suppose it prevented them looking farther. And now they'll lose their salvage and perhaps have to pay it on their own schooner if anything comes along and picks them up."

"How many years would it take you to save money to equal your share of the salvage if you had yanked that tramp and the schooner into New York?" asked the pilot.

"It would take more than one lifetime," answered the captain a little sadly. "A skipper on a mail boat is the biggest fool that goes to sea. He can't stop to save vessels, only life."

The liner did not reach quarantine until after sundown, hence remained there through the night. As she was lifting her anchor in the morning preparatory to steaming up to her dock the crew of the Rosebud, refreshed by food and sleep, but still weak and nerveless, came on deck to witness a harrowing sight.



It Was a Short, Sharp Battle.

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Out of the Fog at Twenty Knots Came a Mammoth Black Steamer.

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The Afghan Prince was coming toward the anchorage before a brisk southeast wind. Astern of her, held by the heavy iron chain, was the schooner. Moored to her, one on each side, were two garbage scows, and at the head of the parade, pretending to tow them all, puffing, rolling and smoking in the effort to keep a strain on the towline, and tooting joyously with her whistle, was a little dingy tugboat with a large gilt name on her pilot house—"J. C. Hawks."

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tion to the Publishers.

ST. ANDREWS, N. B., CANADA.

Saturday, March 2nd, 1918

PROGRESS OF THE WAR

[February 21 to February 27]

MEMORABLE week, indeed, in the
war's course, was the one under re-
view, and the events thereof are certain
to have a most important influence upon
the future conduct of the war. One thing
is certain, that now even the most credu-
lous Russian peasant should be convinced
of the ultimate aims of the Prussian
military oligarchy, their perfidy, and their
ruthlessness.

On the Western front, almost through-
out its entire extent, great activity pre-
vailed in artillery actions, trench-raiding
in great force, and in aerial operations.
The reports of the hostilities did not
indicate any changes of positions or
special advantage gained by either side,
the losses and gains being apparently
about equalized.

On the Russian front a forward move-
ment by the Germans was in progress,
notably in the north in the Province of
Estonia. Reval was occupied by the
Germans, and Pskov was taken by them
also, though it was reported to have been
retaken by the Russians. In the preced-
ing week the Russians, through Lenine
and Trotsky, had agreed to accept the
humiliating peace terms proposed by
Germany, and envoys were on their way
to sign the treaty; but the Germans had
no use for a peace with the de facto
government of Russia, and clearly hoped
to establish a government more to their
own liking. Russian resistance there is
bound to be, and it may speedily result
in the suspension of the internal dissensions
and rivalries, largely fostered by German
intrigue and propaganda. Should it do
this, and a more united Russia could
obtain the cooperation of the Japanese,
the plans of conquest on the part of the
Germans would be frustrated. Anything
may happen in the immediate future. In
Armenia the Russians have begun to
abandon Turkish positions previously
taken, and it was reported that Trebizond
and all captured positions to the west of
it had reverted to the Turks without any
fighting on their part.

During the week reports were received
from Mesopotamia of a further advance
of the British troops on the Euphrates,
a point 140 miles from Baghdad having
been reached. The opposition of the
Turks is said not to have been formid-
able.

In the Palestine campaign the forces
under General Allenby advanced further
east and northeast of Jerusalem, and took
Jericho. They now dominate the con-
fluence of the River Jordan and the Dead
Sea; and their position is eminently
satisfactory for a further forward move-
ment in the direction of the Hedjaz
railway.

Satisfactory reports were received of
progress by the British, Belgian, and
Portuguese troops engaged in the pursuit
of the remaining small scattered bands of
Germans in East Africa who were report-
ed to be moving northward again to the
river Rovuma.

Very considerable activity was reported
in the Balkan campaign, but, as for some
time before, no changes were effected in
positions.

No important fighting was reported
in the Italian campaign during the week,
but aerial operations were vigorously
carried on. Venice was again bombard-
ed by hostile aviators, and considerable
material damage resulted to important
buildings, and some deaths were caused.

The week was a most disastrous one to
Entente and neutral shipping, through
submarines and mines; and such reports
of the disasters as have appeared in the
daily press are reprinted herein under
"News of the Sea."

It is quite evident that the war has
entered its most critical stage. The
collapse of Russia was a calamity of the
greatest magnitude to the Entente Allies;
the central position of the Teutons and
their allies gives them an undoubted
advantage in mobility and in attack; but
as time goes on, even with the complete
defection of Russia, the Entente Allies
must be in a crescendo of superiority, in
men and material, over their foes. The
most serious situation for the Entente
is in connexion with the food supply, and
during the next two months the situation
will reach its maximum of gravity. The
paucity of news given out is a clear
indication of how grave the situation is.

DEATH, THE LEVELLER

"Pallida Mors aequo pulsat pede pau-
perum tabernas
Regumque turres." HORACE.

"Pale Death before them stalks impar-
tially
Whether the portals be
Of peasant or of prince—hovel or tower—
Alike all feel his power."
J. O. SARGENT.

THE Grim Reaper, Death, has garner-
ed a great harvest of Charlotte
County's leading men within the past
twelve or thirteen months. This week
two of the most prominent have gone to
their long home, and the Country is all
the poorer for their demise—poorer be-
cause there does not seem to be men of
equal qualifications to take their place.

Senator Gillmor was born in the
County, and always made his home here-
in, even though his business took him for
most of the year to other parts of the
Dominion. And in the County, too, he
was most appreciated. He had a kind
heart, his instincts were most generous
and charitable; and though he was by
inheritance and natural choice a keen
politician of uncompromising principles,
he always retained the personal friend-
ship of his bitterest political opponents.

He had not quite reached the "allotted
span" of life, but he was no longer young.
Sudden death is a shock to surviving
friends, and is deprecated in more than
one liturgy, but Mrs. Barbauld, in her
apostrophe to "Life," takes the opposite
view:

"—Then steal away, give little warning,
Choose thine own time;
Say not Good Night—but in some brighter
clime
Bid me Good Morning."

This wish was fulfilled for Senator
Gillmor, whether it was his own or not.
The grief of surviving relatives and
friends will not be less, but there must be
thankfulness that he was spared a long
period of suffering.

In the case of Mr. Richardson, St. And-
rews mourns one of her sons of whom
she was justly proud. By industry and
application, by ability and integrity, he
had acquired a high position in the com-
munity where he spent the latter half of
his life—a life all too short, and lacking
twenty-five years of the "three score and
ten." His illness was prolonged, and it
was made the more pathetic in that his
mother was ill at the same time, and pre-
deceased only a few weeks ago.

To the surviving relatives of these two
worthy men who have been laid to rest
this week, THE BEACON offers its most
sincere sympathy—a sympathy which it
shares with all those in Charlotte County
who had the pleasure of the acquaintance
of the two deceased gentlemen.

SOLDIERS' VOTES AND MARITIME
PROVINCES' SEATS

Ottawa, Feb. 12.—The Union Govern-
ment has gained both the Cape Breton
and Richmond seats, Pictou, Cumberland,
and Hants as a result of the Continental
and North American military vote.
Messrs. MacKenzie, Kyte, Carroll, McKay,
Logan, and Martell are the defeated candi-
dates.

The United Kingdom vote is still to be
added.

The P. E. Island members remain in
the Laurier column.

The officials soldiers' and naval vote
taken in France, in Canada and in the
United States has increased the majority
of the Union Government in parliament
to sixty. It was forty-five when the civil-
ian home vote was counted.

With the Continental and North Ameri-
can soldiers' and military vote in, and the
United Kingdom vote still to come, the
standing of the candidates in the New
Brunswick constituencies is as follows:

Charlotte—Hartt (government), civil-
ian 2,812; North American, 71; continental
203. Total, 3,086.

Todd (opposition), civilian, 2,600;
North American, 5; continental 15. Total
2,620.

No change.

City and County of St. John—Elkin
(government), civilian 10,824; North Ameri-
can 613; continental 1,237. Total, 12,674.

Wigmore (government), civilian 10,788;
North American 628; continental 1,246.
Total, 12,662.

Broderick (opposition), civilian 5,512;
North American 54; continental 93. Total
5,659.

Emery (opposition), civilian 5,362;
North American 51; continental 84. Total
5,497.

No change.

Kent—Robideau (government), civil-
ian 1,126; North American 30; continent-
al 102. Total, 1,258.

Legg (opposition), civilian 3,491;
North American 16; continental 49. Total
3,556. No change.

Northumberland—Loggie (govern-
ment), civilian 3,596; North American
170; continental. Total 4,069.

Morrissey (opposition) civilian 3,510;
North American 32; continental 36. Total
3,578.

No change.

Restigouche and Madawaska—Stewart
(government), civilian 1,769; North Ameri-
can 77; continental 223. Total, 2,069.

Michaud (opposition), civilian 4,999;
North American 17; continental 54. Total
2,070. No change.

Royal—McLean (government) civilian
4,976; North American 119; continental
316. Total 5,411.

Sharpe (opposition), civilian 2,775;
North American 14; continental 30. Total
2,819. No change.

Westmorland—In this constituency
there was no government endorsement
and 477 ballots marked for the govern-
ment candidate were rejected.

LETTERS TO THE EDITOR

[The opinions of correspondents are
not necessarily those of THE BEACON. This
newspaper does not undertake to pub-
lish all or any of the letters received. Un-
signed communications will not be noticed.
Write on one side of paper only. Commu-
nications must be plainly written, other-
wise they will be rejected. Stamps
should be enclosed if return of manuscript
is desired in case it is not used. The
name and address of the writer should be
sent with every letter as evidence of good
faith.—Editor BEACON.]

The Editor of the BEACON
Sir,

The weir fishermen of Deer Island
seem to have awakened out of a Rip Van
Winkle sleep, which they have been
indulging in for a number of years,
aroused through getting so low down
financially that something had to be done,
or the fear that the Government through
the Food Control Committee might slit
their body and soul to the American Can-
ners and repeat the lesson that they had
learned so well from them, that of a very
low price for their catch of sardine
herrings.

But of what they thought were two
evils, they decided to trust to what they
considered the least, that of their own
Government through the Government
officials.

We are well aware that Canadian
officials have had very little praise or
assistance from the fishermen, not be-
cause they were not worthy of it, but
because they were the officials of the
Government, and Government officials
were to be blamed for everything that did
not suit one's ideas. They are now
beginning to realize that the Government
and officials, and especially our M. P., are
ever ready to assist them in things they
consider right and just.

Since the Government has started out
with so many interests at work on the
fisheries, such as the International Fish-
eries Commission, The Canadian Fish
Association, The Food Control Committee,
The Canadian Fishery Officers, and the
St. John and Charlotte Counties Fish
Unions, there ought to be something
accomplished in the way of increasing
the catch of fish, where that is possible,
and to give protection and preservation
to such as need them. It is the general
opinion that the lobsters are fast reaching
a point of extermination, and as yet there
has not been anyone who has offered a
plan from which the Government may
work for the preservation, and also for
an increase in catch, of lobsters.

It will be noticed that in the Inspector
of Fisheries' Report on the decline of lob-
sters he showed, to any one following the
lobster business, why the lobsters were
fast disappearing. He stated that the 10 1/2
inch size limit was the correct one, and
that for the first few years that it was in
force the catch of lobsters increased, but
for the last few years there was a great
decrease in the catch. In these later
years the impounding of lobsters came in
force, and the size limit in St. John County
was done away with. The doing away
with the size limit in St. John County also
had the same effect in Charlotte County,
and in the two counties the taking of lob-
sters of all sizes has been going on
throughout the whole year, when it was
possible to catch them, and the fishermen
knew where there was a ready market for
them. For had not the Government
licensed the selling of lobsters throughout
the year, and taken no stock of the num-
ber of lobsters in the pounds at the close
of the open season?

If the lobster law as it is was lived up
to, and the 10 1/2 inch size limit enforced for
the Bay of Fundy, there would be no ex-
termination of the lobster. But the Govern-
ment should go further and establish
breeding grounds wherein the spawned
lobsters that were caught by the fisher-
men could be placed, these grounds to be
looked after by special guardians. These
guardians should also have charge of the
impounded lobsters, and should see that
no lobsters are placed in the pound after
the open season is ended. We may be
treading on some one's toes, but as the
lobster fisherman and the licensed im-
pounded lobster seller know, some drastic
measure must be enforced to save the
lobster from extinction.

We believe a large number of these
special guardians could be appointed by
the Government, and that they would act
without remuneration and for the sake of
the preservation of the lobster.

It is hard to get your neighbour to say
anything about illegal fishing and illegal
buying of lobsters, but if some of these
were appointed by the Government they
would feel differently, as everyone would
know that these men had a just duty to
perform.

We would name a ground, that ought
to be one of many, that the Government
should set aside for the placing of spawn
lobsters and one that could easily be
watched over by a special guardian.

From the North-east point of Bar Island
outside Dinner Island Ledge, St. Helena,
Bean's Island Ledges, Hardwood Island
Ledges to Parker's Island and Ledges.
This would give a coast line of about
three miles with a width of from one-half
to one mile.

ONE CONCERNED

ANOTHER BOOK IS BANNED

Ottawa, Feb. 23.—"The Parasite," by
Arthur Mee has been declared by the
Secretary of State to contain objectionable
matter. Possession imposes liability to a
fine not exceeding \$5,000 or imprison-
ment for not more than five years.

CANADIAN CLUBS MAY HONOR
LATE LIEUT.-COL. M'CRAE

Every Canadian Club in the Dominion
will receive a circular very soon suggest-
ing that either at the University of Toron-
to or at McGill University a scholarship
shall be endowed in memory of the late
Lieut.-Col. McCrae, of McGill University,
who died in the service overseas. The
movement originates from Guelph, Ont.,
where the fallen officer was born and
where his father is still. The Canadian
Club there held a meeting a few days ago
and a suggestion was made that a suitable
monument should be erected over his
grave in France. This, however, was
dropped and the proposal made to secure
sufficient money to endow a scholarship
in either of the two universities, the scho-
larship to be along the lines in which Col.
McCrae was interested.

It was decided to send out a circular to
every Canadian Club in Canada and the
United States, and to outline the object
and to solicit contributions, it being felt
that the Guelph Canadian Club should be
the one to take the initiative in this mat-
ter. These circulars will be sent out at
once, and it is expected that Sir Robert
Falconer, president of the University of
Toronto and Sir William Peterson, presi-
dent of McGill, will come to Guelph at
the proper time to confer with the local
committee.—Montreal Herald.

DEPOSIT AND NOTE
CIRCULATION DROP

Ottawa, Feb. 26.—The bank statement
for January issued by the Finance De-
partment to-day shows a considerable
decrease in note circulation, notice
deposits and deposits outside of Canada.
There is an increase in call loans in
Canada and in current loans outside of
Canada. It is explained that deposits always
show a tendency to decrease at this period
of the year, business being generally quiet.

DREADFUL EFFECT OF
EARTHQUAKE

Amoy, China, Feb. 25.—Nearly 10,000
persons lost their lives as a result of the
recent earthquake in the Amoy hinter-
land, according to the latest reports from
Swatow.

SIR HENRY BLAKE

London, February 26.—Sir Henry Blake
died at his residence, Myrtle Grove, Youg-
hal, County Cork, Ireland.
Right Hon. Sir Henry Arthur Blake, G.
C. M. G., was Governor of Newfoundland,
1877-88, having been Governor of the
Bahamas for the preceding four years. He
was Captain-General and Governor-in-
chief of Jamaica from 1889 to 1897, his
term having been twice extended at the
request of the legislature. He was Gov-
ernor of Hong Kong in 1897-1903, and
Governor of Ceylon 1903-07. He was
born in Limerick, Ireland, 78 years ago.

COL. REPPINGTON FINED \$100

London, February 21.—Fines of \$100
each and costs were imposed to-day upon
Col. C. A. Repington, military corres-
pondent of the Morning Post, and Howell
A. Gwynne, editor of that newspaper, for
the publication of an article in the Post
last week, in violation of the military cen-
sorship.

SPRING
New
Coats

We are showing a very
exclusive line of the
latest in Women's Coats.
Those who pick first
always get the best.
Our assortment this
season is the best yet.
Being Coat Specialists,
Customers are finding
out it pays them to
select from us.

C. C. GRANT
ST. STEPHEN

REVOLT IN CHINA

Peking, Feb. 25.—General Feng Yuh-
siang, in command of 10,000 Northern
troops, has rebelled against a recent
mandate of President Feng Kwo-chang
urging the General, who is a northerner,
to attack the southern rebels. General
Feng is said to have established himself
near Kiukiang on the border of the
provinces of Hupeh and Hunan, and is
giving help to the southerners.

The capture of Ichang, a strategic
position on the Yangtse River by the
southerners, is confirmed officially.

Peking, Feb. 20.—A conspiracy to as-
sassinate General Tuan Chi-ju, the
former premier and now war commission-
er, has been discovered by the authorities.
A number of arrests, including those of
three Japanese, have been made.

The plot is alleged to have been pro-
moted by monarchists for the purpose of
avenging General Tuan's defeat of Gen-
eral Chang Hsun, who led the Manchu
restoration effort last July. Recently it
had been rumored that Chang Hsun had
escaped from the Dutch legation where
he took refuge last July after his defeat.

GIFT TO MCGILL UNIVERSITY

Montreal, Feb. 25.—Associated Press
carries news to-day of special grant of a
million dollars has been made to McGill
University by the Carnegie Corporation
in recognition of McGill's service and
sacrifice toward Canada's part in the war
for freedom and as evidence of the ap-
preciation and sympathy for Canada on
the part of the American allies.

"Is he successful?" "Very. He does
all his theorizing after office hours."—
Detroit Free Press.

SINGER SEWING MACHINES

Can now be purchased at my Store for I
have taken the Exclusive Agency for
Eastport—Lubec—and this vicinity, and
no matter how old—or out of repair your
machine is, I will make you a liberal
allowance for it on a New Singer. 3 Ply
Roofing, \$3 Per Roll. Needles—Belts—
Oil—Shuttles and new Parts for Any
make. Sewing Machines and Talking
Machines all makes cleaned and repaired
—WHY NOT CALL—

EDGAR HOLMES SHOE STORE
131 WATER STREET EASTPORT, MAINE.

ARROW COLLARS
THE Arrow is the best Collar made in
America, and is now retailed at 20
cents, or 3 for 50 cents. We are
selling them, while they last, at 15 cents
straight; and Youth's Sizes at 3 for 25 cents
R. A. STUART & SON
ST. ANDREWS, March 2nd, 1918.

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.
FLASHLIGHTS—
We are well stocked with Bulbs and Batteries.
Shingles
We have just received a large and well assorted stock of
shingles. We can supply your wants in Builders' Materi-
al, glass, paints and oils, nails, paper, and prepared roof-
ing.
J. A. SHIRLEY
Hardware, Paints and Glass

Remember this! Paint insurance
on your buildings is just as im-
portant 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, un-
less protected by paint.
Unprotected wooden surfaces crack and become open
and porous, then decay and rot starts. This means
expensive repairs, which can all be avoided by the
regular use of paint.
Examine your buildings now—A little money spent in
painting at once may save you much larger expendi-
ture a little later.
Sherwin-Williams Paint, Prepared, is the ideal paint
for outside use. It is made of the purest and best
materials, thoroughly mixed and ground by powerful
machinery according to special formulae, the result
of years of experiment and experience in paint making
G. K. GREENLAW
SAINT ANDREWS

Advertising Pays---Try a Beacon Adv.

Social
Miss Turtlottle
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to St. Stephen.
Mr. Robert Sid
was in town on P
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Miss Gene How
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home here.
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N. B., has been the
Mrs. Thomas Richar
Mr. and Mrs. Wen
are visiting Mrs. J
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Mr. T. A. Hartt, T
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He returned to St. A
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Captain Robert M
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—Canada Gazette, Fe
The steamer Gran
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THE RED CR
At the meeting of
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Feb. 22nd, a large ca
was packed by the m
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The case contain
articles:
150 prs. sock
6 sheets
3 prs. wristle
2 sweaters (
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1 wash mitt
also
70 prs socks
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The socks received
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A generous patron
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the Society is indeed
of money that will b
assistance to it, and
giver.

Social and Personal

Miss Turtliotte, who has been supplying in the Telephone office, has returned to St. Stephen.

Mr. Richard Shaw, of Brownville, Me., was in town on Monday, the guest of his parents, Mr. and Mrs. Albert Shaw.

Miss Gene Howe is visiting in Fredericton.

Mr. Lloyd Murray has returned from Amherst, where he had been called by the illness of his mother.

Miss Florence Thompson is visiting upriver friends.

Miss Bessie Grimmer has returned from a visit to St. John.

For over forty years St. Andrews has not viewed such a scene as on Friday last. A score of young people from town could be seen skating over the harbor to Navy Island. The recent rain fall had made a coating of smooth fresh-water ice. In the lee of the island and around the two vessels, frozen in, the skating was particularly good. Unfortunately a heavy snow storm the next day spoiled this unusual pleasure.

Capt. Robert Maloney has been appointed Harbor Master in place of the late Capt. Wm. Clark.

Miss Annie Richardson went to St. Stephen on Tuesday, called by the death of her brother.

C. G. S. Curlew, Capt. Milne, has been in port this week.

Pte. Emerson Dougherty, of St. John, was in town last week to attend the funeral of his sister.

Messrs. Robert and George Ross, of Boston, have been in town for the funeral of their mother, Mrs. Jas. Ross. While here they were the guests of the aunt, Mrs. Thomas Richardson.

Capt. and Mrs. Richard Keay entertained at dinner on Tuesday evening.

Mrs. Thomas Pentlebury has been in Bocabec, called there by the death of her brother, Mr. Hanson.

T. A. Hart, M. P., has returned from his camp at Pleasant Ridge.

Mrs. George W. Babbitt left on Wednesday night for a visit to St. John.

Mrs. Cammick is seriously ill at her home here.

Mr. Percy Richardson, of Canterbury, N. B., has been the guest of his mother, Mrs. Thomas Richardson.

Mr. and Mrs. Wentworth, Deer Island are visiting Mrs. Wentworth's parents, Mr. and Mrs. Florence O'Halloran.

Miss Phyllis Cockburn has returned from a trip to Sydney and St. John.

Miss Gene Howe has returned from Fredericton.

Mr. and Mrs. Benj. Maloney, of Grand Manan, are the guests of Mr. and Mrs. Harry Maloney.

Mr. T. A. Hart, M. P., went to St. Stephen by train on Tuesday evening, and on Wednesday to St. George to attend the funeral of the late Senator Gillmor. On Thursday he attended the funeral of the late J. William Richardson in St. Stephen. He returned to St. Andrews on Friday.

The usual services in Greenock, Church next Sunday, at 11 and 7. Subject of Evening Address, "God and the War."

Remember to save your old rubbers for the Y. W. P. A. They will be collected in the Spring.

Captain Robert Maloney, of St. Andrews, in the Province of New Brunswick, to be Harbor Master for that Port, in the room and stead of Captain William Clark. -Canada Gazette, Feb. 23.

The steamer Grand Manan arrived in port on Thursday, the first time she has been able to reach here for nearly a month, and it is to be hoped and expected that there will not be any further interruption to her regular trips.

The moderation in the temperature during the past few days has been much appreciated by all, and there is an indication that the backbone of the severest winter on record is now broken. March came in like a lamb, and all hope that it will continue lamb-like throughout.

THE RED CROSS SOCIETY

At the meeting of the Red Cross Society held in All Saint's Schoolroom on Friday, Feb. 22nd, a large case of hospital supplies was packed by the members, and it has since been forwarded to the Headquarters of the Society in St. John.

- The case contained the following articles: 150 prs. socks, 6 sheets, 3 prs. wristlets, 2 sweaters (sleeveless), 17 hospital shirts, 41 knitted sponges, 14 wash cloths, 1 wash mitten, also 70 prs. socks sent by the ladies of Bocabec to the local branch in two different consignments.

The socks received by the local branch are not always sewn or tied together in pairs, and have to be gone over before they are packed for shipment. It would greatly facilitate the work of the Society if the knitters of socks would send in only socks that have been washed, and would see that the socks are tied securely in pairs.

A generous patron of the Society has donated the sum of \$40 to its funds, but wishes to remain anonymous. While respecting the wishes of its benefactor, the Society is indeed grateful for a sum of money that will be of very material assistance to it, and heartily thanks the giver.

Local and General

The Y. W. P. A. held a small card party and dance in Paul's Hall on Wednesday evening. About thirteen dollars was taken in. The prizes were won by Mrs. Charles Wallace, Mrs. Cleve Mitchell, Mr. Thomas Caughey, and Mr. Lloyd.

The great accumulation of ice about the wharves along the coast has been the cause of much damage to them. An illustration of what has happened in other places can be seen in St. Andrews, especially at the wharf of the Quoddy Coal Company the outer end of which has been considerably lifted, the piles being forced upwards by the pressure of the water under the accumulated ice. Much of the displacement was caused during the high tides on Monday.

OBITUARY

MR. ROBERT J. MCQUOID

A telegram was received by Mr. Nathan Treadwell on Monday, Feb. 25, announcing the death of his brother-in-law, Mr. Robert J. McQuoid, at the home of his son, Jack, in San Francisco, Calif., with whom he was spending the winter. A few weeks ago he was seized with an attack of pneumonia, from which he did not recover. Mr. McQuoid is well-known in St. Andrews, being a native of the town. He was the eldest son of the late Charles and Margaret McQuoid, and was seventy-one years of age. Before removing to California, some twenty years ago, he was a sea captain and made his home here. He leaves to mourn the sad loss of a loving husband and father, his wife and two sons, residing in California; also two brothers, Hugh and William J., of this town; and five sisters, Mrs. M. J. Wilson, of Calais, Me.; Mrs. Margaret Ordway, of Somerville, Mass.; Mrs. A. S. Staples, and Mrs. W. E. Magill, of Presque Isle, Me. Mr. McQuoid has many friends here who sincerely mourn his loss, and their sympathy is extended to his bereaved family and relatives.

MISS DELIA H. DOUGHERTY

The funeral of the late Miss Delia Dougherty was held on Tuesday last at the home of her father, Rev. Wm. Fraser officiating. The hymns, "Rock of Ages" and "Nearer My God to Thee" were sung by the choir of the Presbyterian Church. Interment was in the Rural Cemetery.

The deceased, who was twenty-six years old, had been in poor health for some time. She is survived by her parents, Mr. and Mrs. John Dougherty; three sisters, Lillian, Eleanor, and Eva; and two brothers, Frank and Emerson.

SENATOR GILLMOR

Montreal, Feb. 22.—The Hon. Daniel Gillmor, senator representing St. George, N. B., died suddenly this morning at 6.30 o'clock at his residence, 4149 Dorchester street west, the cause of death being heart failure.

Yesterday he was down town and retired to rest at night apparently in his usual health. At five o'clock this morning he awoke and complained of a pain at his heart. A nurse who was in the house in attendance on one of the Senator's grandchildren, saw at once the seriousness of the illness and had a doctor phoned for. On his arrival the Senator joked with the doctor about having to call him out of bed at such an early hour, and although everything possible was done to ease the pain, Senator Gillmor passed away in about an hour.

The late Senator, who was the son of the late Senator A. H. Gillmor, was of Irish descent, and was born at St. George, N. B., on July 1, 1849, and was therefore in his 69th year. He was educated at St. George High School, and married, in November, 1877, Catherine Sophie Duffy, who survives him. Senator Gillmor was a member of the firm of O'Brien and Gillmor, of St. George, N. B., and also held of the well known firm of Chase and Sanborn in Montreal. He has represented New Brunswick in the Senate since January 15th, 1907, and was a Liberal in politics.

Senator Gillmor in addition to his widow, is survived by three sons, Captain Dawes Gillmor, who is stationed at the Internment Camp at Kapuskasing; Capt. D. P. Gillmor, who went overseas with the 148th Battalion, and who now is in the city in a military capacity, and Horace Gillmor, who returned from France with Sir Andrew MacPhail, M. D.; one daughter, Mrs. M. A. Phelan, of Montreal, one brother, who is a doctor at St. Martins, N.B.; and one sister, Mrs. Dick, of Ottawa.

The late Senator was a leading member of the First Baptist Church.

Montreal, Feb. 25.—The funeral of the late Senator Daniel Gillmor took place yesterday afternoon from the family residence, 4149 Dorchester street west, where the services were conducted by Rev. Miles F. McCutcheon, of the First Baptist Church of which Senator Gillmor was a member. The Government was represented by the Hon. F. B. Carvell, Minister of Public Works, and Senator Dandurand, Senator Casgrain, Senator Mitchell, Senator Boyer and Senator Foster were present.

Rev. M. F. McCutcheon, who conducted the services, paid a fitting tribute to the late Senator, and at the conclusion of the service the funeral cortege proceeded to the Windsor street station. The body was taken to St. George, N. B., for burial.

The chief mourners were the widow, Mrs. Gillmor, and three sons, Captain W. Dawes Gillmor, Captain Dan. P. Gillmor, and Pte. Horace May Gillmor, M.M. of the 6th Field Ambulance, who was recently invalided home from service in France; Mrs. M. A. Phelan, daughter; Mrs. Dick, of Ottawa; Mr. D. E. Russell and Mrs. T. L. Simmons, Ottawa.

St. George, N. B., Feb. 27.—The funeral of Senator Gillmor was held here this afternoon. Services were held at the house. Revs. H. DeWolfe and C. Buchanan, of the Baptist Church, officiated. Business in town was suspended, the schools, stores and granite mills were closed. Flags were flown at half-mast, and other marks of respect shown the esteemed townsman. There was a wealth of beautiful flowers requiring the services of a special conveyance to the cemetery.

The pall-bearers were C. H. Lynott, Timothy O'Brien, Dr. C. C. Alexander, Stephen Conley, John O'Brien and H. R. Lawrence. The mourners were the three sons—Captain W. Dawes Gillmor, Captain Dan P. Gillmor, and Private Horace May Gillmor, M. M. of the 6th Field

Ambulance; Dr. H. E. Gillmor, of St. Martins, the only surviving brother of the deceased, and a large number of other close relatives.

A very large concourse of citizens followed the body to its last resting place. A special train arrived from St. Stephen at noon with the following friends: Messrs. A. Sullivan, T. E. Dwyer, M. McDade, H. Murchie, H. Beek, W. Grimmer, M. P. P. T. B. Hart, M. P., N. Marks Mills, I. R. Todd, Dr. E. V. Sullivan, Lieutenant D. J. Sullivan, E. Hill, Dr. Wilson, Thos. Casey, Thos. McGeachy, F. E. Rose, W. Higgins, C. E. Heustis, A. McKenzie, Hugh Balkam, H. A. Nesbitt, Robert Ross, Thompson McNeill, Whidden Graham, J. Scovil, H. Smith, M. P. P., A. McDonald, R. T. Murchie and S. L. Lynott, of Woodstock.

J. W. RICHARDSON
All too rapidly, the town of St. Stephen has been losing its prominent citizens in recent days. A fact that was again impressed upon us in the demise of J. Wm. Richardson at his home on Monday evening.

Mr. Richardson had been in failing health since the early fall and had been confined to his home since before Christmas, but so late as Saturday last favorable reports had come from his bedside and announcement of his death was quite unexpected. He had suffered with an impaired heart, and complications developed on Sunday that brought the severing of the bond of life.

Announcement of the sad event was heard with sincere sorrow, for he was widely known and universally esteemed. Mr. Richardson was born in St. Andrews in 1872, a son of the late Isaac and Jane Richardson, the latter of whom passed away only last month. He was educated in the Charlotte County Grammar school, and after graduating from the Provincial Normal school with a superior license taught in leading schools in King's and Charlotte counties.

He studied law in the office of M. N. Cockburn in St. Andrews, and graduated from Dalhousie with the degree of LL.B. in 1899. Coming to St. Stephen soon after graduating, he formed a legal co-partnership with Edgar W. Thompson, a co-partnership which continued until the death of Mr. Thompson. Since that time, Mr. Richardson had practised alone, and had built up a most successful business. In 1910 he was appointed police magistrate of St. Stephen and performed the exacting duties of that office with tact and dignity. In 1910 he was appointed registrar of probates, and in 1917 a member of the board of school trustees for the town of St. Stephen, all of which offices he held at the time of his death.

In the practice of his profession he handled many important cases successfully, though it was ever his policy to avoid litigation for his clients where differences could be adjusted by a "little wise counsel."

In 1903 Mr. Richardson was united in marriage with Miss Bessie McVay, eldest daughter of Mr. and Mrs. Joseph McVay, who survives him and to whom sympathy is extended in the loss of a most kind and devoted husband. Two sisters, Misses Annie and George Richardson, who were with him during the last few weeks of his illness, also survive.

Mr. Richardson took an active interest in all public matters and gave freely of his time and ability to the Conservative party, of which he was a leading member. In religious matters he was a staunch adherent of the Presbyterian church.

He was a member of Seaside Lodge, Knights of Pythias, of St. Andrews and a past worshipful master of Sussex Lodge, and A.M., being at the time of his death the district deputy of the Masonic grand master.

His personal manner was most kindly and courteous towards all and his willingness to aid made friends of all who knew him. His demise at a comparatively young age is sincerely regretted.

The funeral will be held this afternoon at three o'clock and will be under the auspices of Sussex Lodge.—St. Croix Courier, Feb. 28.

SPURGEON G. HANSON

The community of Bocabec Cove was greatly saddened on Friday morning February 22nd, when Spurgeon G. Hanson, eldest brother of Mrs. Matthew McCullough, with whom he resided, for several years, passed away at the latter's home here.

He had been in failing health for many months, and on Thursday last his sister, Mrs. Thos. Pentlebury, of St. Andrews, and his brother-in-law, Mr. John, were called to his bedside.

Mrs. McCullough, Mrs. Pentlebury, and his brother Will were with him during his last moments, and at 9.30 Friday morning, he passed peacefully to rest.

His long months of suffering were endured with remarkable fortitude and patience, and his demise at the early age of thirty-four causes deep grief to relatives and friends, of whom he had very many, for he was a young man of a pleasant, sociable nature, well-known throughout this place and surrounding districts.

Interment took place in the Presbyterian church ground on Sunday February 24th. Rev. B. H. Penwarden officiated at the services, preaching a very impressive and comforting sermon.

The deceased leaves to mourn; the above mentioned sisters; three brothers, Will, of St. John; John, of Elmville; and Harry, of Upper Bocabec, all of whom were present at the obsequies.

Besides these are four other sisters, Mrs. Edward Phlarty, of Eastport, Me., Mrs. Haynes, Mrs. Earl, and Mrs. Benson all of Massachusetts; and a great number of nephews and nieces.

The pall-bearers were four friends of the deceased: Hugh McGregor, Stanley McCullough, Skiffington McCarroll, and Samuel Orr.

WILLIAM O'BRIEN

St. George, Feb. 22.—William O'Brien, seventy-eight years of age, was at his daughter's home, Scotch Ridge, on Sunday, when he was struck by a horse, and died from the effects of shock. Mr. O'Brien was a native of St. George and spent many years of his life at Springhill and other coal centres in Nova Scotia. He was a blacksmith.

The remains were brought here and the funeral took place from his brother John's home. Interment was in the rural cemetery. Service was conducted by Rev. Mr. DeWolfe. Three sons, Fred, of Chicago, John, of Vermont, and Isaac, of Boston, and one daughter, Mrs. Sinclair of Scotch Ridge, survive. James O'Brien, ex-M. P. P., and John O'Brien, of St. George, are brothers.

MRS. JAMES ROSS
The death of Elizabeth Ross, wife of James Ross, formerly of St. Andrews, occurred at Saskatoon on Thursday, Feb. 21. The deceased, who was seventy-one

years old, had been in poor health for some time, but her death came as a shock to her relatives in the East. The deceased was a native of St. Andrews, a daughter of the late Capt. John Stinson, but for the last few years had made her home in the West. She is survived by three sisters, Mrs. Thos. Evans, of Paris, Ont., Miss Martha Stinson, of West Roxbury, Mass., and Mrs. Thos. Richardson, of St. Andrews; one brother, Capt. Marshall Stinson, of St. Andrews; seven sons, Corp. Percy Ross, "Somewhere in France," George, Lynn, Mass.; Robert, Medford, Mass.; Leo, Vernon, Sydney, and Lieut. Walter, of Saskatoon; two daughters, Mrs. John Pye, and Miss Vera Ross, of Saskatoon; and five grandchildren.

The body, accompanied by Lieut. Walter Ross, was brought to St. Andrews on Thursday to the home of Mrs. Thomas Richardson. The funeral services were held in All Saint's Church on Friday afternoon, Rev. G. H. Elliott officiating. The bearers were six nephews of the deceased, Messrs. A. Willard, Willard Stinson, Charles Stinson, Errol Stinson, Robert Stinson, and Hector Richardson. Interment was in the family lot in the Rural Cemetery.

JAMES LAWSON

At North Head, Grand Manan, N. B., on the night of February 21, 1918, there passed away a well known and highly respected citizen in the person of Mr. James Lawson, at the advanced age of eighty-three years and eight months. He was in his usual good health until two weeks before death when he contracted a slight cold which finally resulted in his death. The end came very peacefully and he passed as one falling asleep. His hope for the life beyond was bright and his trust firm to the end. He remarked a few days before his decease: "The best of it all is, I'm not afraid to pass over." In faith he was a firm believer in the doctrines of the Disciple church, holding membership in the Coburg street Disciple church in St. John, N. B., where he resided some eight years before his final setting out on Grand Manan in 1865. He was a faithful Christian, with a strong faith in the Bible as the rule of faith and practice for all men; and he never missed attendance at public worship when circumstances were reasonably permissible. He is survived by one son, Sherman, of North Head, and one daughter, Mrs. S. A. Manchester, of Brooklyn, N. Y. The life story of Mr. Lawson was very interesting and eventful, and reads like a romance. He was born in Denmark. As a young man he followed the sea, and as a sailor came to this country. The manner of his first landing on Grand Manan was the most dramatic event of his life and led to his remaining in this country. He was one of the crew of the ill-fated ship, Lord Ashburton, which, bound for St. John, was caught in a terrible north-east snowstorm when in sight of her desired haven, and was driven by the gale upon the cliffs on the northern part of Grand Manan Island in the early morning of January 19, 1857. Out of the crew of twenty-nine, he with nine others made the land. Out of these, two succumbed to the extreme cold, thus leaving only eight survivors from the wreck. So far as was known, Mr. Lawson at the time of his death was the only living survivor. He was almost miraculously saved from death but was badly frozen, necessitating the amputation of one of his feet. He often referred to this shipwreck as his birthday, for the reason that the event served to awaken more serious regard for his spiritual welfare. His body was laid to rest in the village cemetery on Sunday, February 24. The funeral services were conducted by Rev. G. S. Weaver, Baptist, and Rev. H. C. Mullen, of the Reformed Baptist church.—Telegraph.

JAMES E. STUART

Elmville, Feb. 25

The death of James E. Stuart, at the advanced age of 70 years and 11 months, occurred at the home of his son, Edward J. Stuart, on Monday, Feb. 11.

Mr. Stuart had been in declining health for a few years, but was only confined to his bed during the last week of his illness and during that time he was tenderly cared for by his son.

The deceased has a host of relatives and friends who will bear his demise with deep regret. He was born at Pleasant Ridge, and after his marriage resided on Whittier Ridge until the death of his wife.

His wife, who was Mrs. Isaac Bowles, predeceased him about ten years ago.

KENNEDY'S HOTEL

St. Andrews, N. B.
A. KENNEDY & SON, PROPRIETORS
Beautifully Situated on Water Front. Near Trains and Steamboats.
Closed for the winter. Will reopen in June.
Rates quoted on application.

THE ROYAL HOTEL

LEADING HOTEL AT
ST. JOHN, N. B.
Conducted on European Plan in Most Modern and Approved Manner
NEW GARDEN RESTAURANT
200 Rooms - 75 With Bath
THE RAYMOND & DOHERTY CO., PROP.

HAY

In store and to arrive 20 tons nice, bright, clean Hay; will make low price for cash

J. D. GRIMMER

ST. ANDREWS, N. B.

ALDEN BROWN

Wilson's Beach Feb. 26.
Our community was shocked to hear on Saturday, Feb. 25, of the sudden death, at Lubec, of Alden Brown, eldest son of Vernon and the late Annie Brown. He was about twenty-five years old. He was born and spent his childhood days here, and moved a few years ago to Lubec. There are left to mourn a wife and baby, father, four sisters, and a young brother. To all we extend sympathy.

The Rev. C. A. Bell, of Oak Bay, officiated and delivered a very impressive address. The choir sang "Safe in the Arms of Jesus," "Jesus, Saviour Pilot Me," and "Asleep in Jesus."

Interment was in the family lot at Rolling Dam in the Baptist Cemetery.

The pall-bearers were Hilton McGuire, Harry Atchison, Lee Stinson, and James Monahan. The floral offerings were very pretty, including a bunch of beautiful Easter Lillies and Carnation.

MISS SARAH G. HAYDOCK

Miss Sarah G. Haydock, for 27 years a member of the family of Charles J. Bonaparte, and one of the leaders of the nursing profession in this section for a quarter of a century, died yesterday morning at the Woman's Hospital in Philadelphia.

Miss Haydock's health failed about the first of January, and a short while later, she was taken to Philadelphia, her native city, for treatment.

For many years Miss Haydock was a member of the Myrtle Club, of Baltimore, and was also active in securing the establishment of the Central Directory for Nurses. She also assisted in the organization of the Maryland State Association for Registered Nurses.

Although born in Philadelphia, where she received her training as a nurse, Miss Haydock had been identified with the profession in Baltimore for nearly 30 years. She was a half-sister of the late Admiral Milligan, who was engineer officer on the battleship Oregon when that vessel made the famous trip around the Horn at the outbreak of the Spanish-American War. Miss Haydock is survived by two brothers and a sister.—Baltimore Sun, Feb. 18.

Many readers of the BEACON will read the above notice with deep regret. Miss Haydock was well known and much esteemed in St. Andrews, where she was a frequent visitor, her first visit having been made as far back as 1891. Much sympathy is extended to Hon. Mr. Bonaparte and family, and to the relatives of the deceased.

The "Combination" Cold Cure

Probably you haven't had any trouble with colds or Grippe yet.

The worst part of the season for colds is still to come. Warm at noon, cold in the evenings and mornings. Ideal Grippe weather. When you feel shivery and your throat gets raspy get a box of Laxacold Tablets, and a bottle of Tar and Cod Liver Compound. This combination can not be beaten if taken according to directions in the early stages.

Price of Laxacold - - 25c.

Syrup of Tar and Cod Liver Compound - - - 35c.

Either one is good and the combination can not be beaten.

The Wren Drug and Book Store

St. Andrews, N. B.

Try a Beacon Adv.

BROWN BREAD

Received Fresh Every Day.

Help to Save the White Flour

H. J. BURTON & CO.

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UP-TO-DATE MARKET

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

ST. ANDREWS, N. B.

BREAK UP A COLD WITH

NATIONAL BROMIDE QUININE TABLETS

CURES A COLD IN A FEW HOURS

25 CTS.

WE HAVE THERMOGEN WADDING IN STOCK

ST. ANDREWS DRUG STORE

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

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.

MY GARDEN

A DREAM
RAIN-softened and sun-warmed, it stretches fair. Prepared to yield a wealth of all good things.

Hark, the alarm sounds! The vision fades. 'Tis morn; 'tis March. Deep lies the snow upon

THE CORN CROP IN QUEBEC

(Experimental Farm Notes)
Nearly every farmer knows what his corn crop means to him in his live stock work.

MENTHOLATUM



With the Kiddies

the time to apply Mentholatum is when the cold, cough, sore throat or croup is first noticed.

A Healing Salve

which quickly relieves the ailments as well as sunburn or chapped skin etc.

Always keep a jar handy.

Mentholatum

Is sold and recommended by the leading druggists throughout the Maritime Provinces.

2 sizes—25c and 50c

Send 3c in stamps for generous size sample.

The Mentholatum Co. Bridgeburg, Ont.

low furrow, say five inches. The manure and green sod, when turned under and packed properly, commence to decay, warm up the soil and give the young corn roots the best chance possible.

By all means be sure to have as perfect a seed bed as possible before planting for that is half of the battle.

At Lennoxville, in the Flint varieties, Compton Early and Longfellow, and in Dents, Wisconsin No. 7, and Early Learning have been found to be about the best.

As to the mode of harvesting and conserving this important crop, the silo is strongly recommended, but if shocked up in quite large shocks and tied with binder twine near the top and left in the field until required the corn makes very good feed when run through the cutter, though not nearly so much relished as is the ensilage.

ONTARIO GOVERNMENT ENTERS COLD STORAGE BUSINESS IN FISH

Toronto, Feb. 21.—The Ontario Government will go into the cold storage business in connexion with fish, in the season when the catches of the finny foodstuffs are plentiful.

CANADIAN FISHING VESSELS CALL AT AMERICAN PORTS

Washington, Feb. 25.—With the approval of President Wilson, Secretary of Commerce Redfield has issued orders to customs collectors to allow Canadian fishing vessels to enter and clear between American ports and the fishing banks.

Demand for fish food at present exceeds the available supply and promises to become greater. American fishing interests in the main approved granting to the Canadians the privilege of marketing their catch in Boston and Gloucester direct from the banks, without the delay of putting into a Canadian port and changing their status from a fishing to a cargo carrying capacity.

CLOSE SEASON FOR CARIBOU

Fredericton, Feb. 25.—The Minister of Lands and Mines for New Brunswick announces to-day that the close season on caribou is to be extended. He says that, according to reports made to the Department of Lands and Mines, the caribou is rapidly becoming extinct.

Edith—"Jack's been calling on me every evening lately. What do you suppose it means?" Marie—"Can't say, possibly, my dear. Either he loves you, or his landlady has run out of coal."—Boston Transcript.

"Is Highbrow observing meatless days?" "Strictly. He won't even read Lamb or Bacon."—Boston Transcript.

Husband (half cracked with joy)—"Mary, stop the piano! Great Scott, woman, where is your appreciation? Don't you hear our half ton of coal rattling down the chute?"—Boston Transcript.

"Do you think prohibition has completely stopped the use of alcohol?" "I won't say that," replied Broncho Bob. "But it has done a heap o' good in keepin' good liquor from bein' so common as to be handled keardless."—Washington Star.

WINTERING YOUR HORSES OUTSIDE

(Experimental Farms Note)

With the prevailing high cost of building material and labor, many farmers are deterred from going very extensively into live stock raising, under the impression that a heavy outlay for buildings is necessary.

Such is not the case. While working horses and milking cows require warm stabling, sheep and poultry, in order to be profitable, must be kept away from warm quarters; brood sows do excellently in small individual cabins; the young cattle thrive when running outside with only a shed for a shelter.

The reason these classes of live stock do so well wintered outside is that they get what is hard to obtain when kept inside namely fresh air and exercise, and are, as a result, in good health and fit for profitable breeding operations.

WINTERING YOUNG HORSES AT CAP ROUGE.—During five years, fifteen different young horses were wintered outside, at Cap Rouge Experimental Station, with only single board sheds as shelter.

During an outbreak of influenza, all the animals inside were sick whilst not one of those in the open was affected.

SHELTERS.—Any shed which is free of draughts, and with an opening to the south, will answer the purpose. If it is placed on a slight elevation, so that water may not run in, there is no need of a floor, ground floors are best. Shingles or paper may be used for the roof, which must be perfectly rainproof, for metal will get the place too warm during the summer.

MATING THE BREEDING PEN

(Experimental Farms Note.)

The shortage of labor and the tremendous increase in feed prices make it imperative that only the very best producers should be kept. Stock that would return a substantial profit in pre-war times, when feed was cheap, will now, under the changed conditions, show a loss.

In the mating up of the breeding pens these conditions should be borne in mind. Aim to use nothing but your very best birds, as it is only from these that the highest results can be obtained.

SELECTING THE BREEDERS

The male to head the flock should be from a high producer, and if possible to know that his sisters are showing their ability to lay, all the better. Not only should his pedigree be right, but he should show vigor in every move.

His mates should be vigorous females that have shown by egg production what they can do. If trap nests are not used—and they are not on most farms—band those pullets that start to lay first and select the breeding pens from them.

The ideal mating is a well developed cockerel of the foregoing description mated to young hens, but if enough hens of the desirable type are not available do not hesitate to use pullets; so long as they are well matured and vigorous they will give the best of results.

THE IMPORTANCE OF PURE SEED

Pure seed is an important factor in greater production. It might almost be said that it is the most important, for weedy seed, having once been sown, it is impossible to foretell the damage that may be done to the growing crop, or the disappointment that may ensue when gathering or reaping time comes round.

"Do you enjoy modern poetry?" "Very much. It's such good fun trying to make out what it means."—Detroit Free Press.

THE ADVANCEMENT OF AGRICULTURAL EDUCATION

The promotion of welfare of the agricultural community as a basis for the industrial and commercial prosperity of the country, was the object aimed at by the Parliament of Canada when, in 1913, at the instance of the then Minister of Agriculture, The Honourable Martin Burrell, it adopted the measure known as the Agricultural Instruction Act.

An investigation made prior to the introduction of the measure has revealed two outstanding deficiencies in connexion with agricultural development. In the first instance, the response to the teachings of colleges of agriculture and experimental farms was too slow to affect an immediate and noteworthy improvement in the conditions surrounding farm life.

The placing of funds at the disposal of the provinces in the manner indicated has led to a much wider extension of instructional work among the men and women and boys and girls who are living on the land.

Pop, what are ayes and noes for in legislative bodies? "With some of them, my child, they are first to scent jobs and then to wink at them."—Baltimore American.

Clarence—"When I was quite a child, you know, I was told if I didn't stop smoking I would become feeble-minded." Clara—"Well, why didn't you stop?"—Judge.

"Savages will trade vast tracts of land for a string of beads." "Well," replied Miss Cayenne, "I know a man who wears evening clothes and carries a cane, and he did the same thing. He went broke trying to pay for a pearl necklace."—Washington Star.

"You ought to have some regard for public opinion," commented the idealist. "Haven't I?" exclaimed Mr. Dustin Stax. "Don't I hire a dozen press agents?"—Washington Star.

She—"I like the way the men had of talking in the days of old, when knights were bold." He—"How did they talk?" She—"They had a habit of saying, 'Ay, marry, will I!'"—Baltimore American.

CARE OF SWINE

At a time when every person who can is being urged to raise a pig, a pamphlet reprinted by the Live Stock Branch of the Department of Agriculture at Ottawa, entitled, "Feeding and Housing of Swine," comes most opportunely.

The pamphlet, which can be had free from the Publication Branch at the federal capital, contains sections by three of the leading authorities on the subject in Canada. The first of these is Professor G. E. Day, formerly of the Ontario Agricultural College, who writes on the selection of the boar and sow and the management of both, and of the young pigs.

The second is Mr. E. S. Archibald, Dominion Animal Husbandman, who deals with the farmer's cheap piggery, supplying diagrams of appropriate buildings with dimensions and other useful particulars. The third is Mr. G. B. Rothwell, Assistant Dominion Animal Husbandman, who deals with the same subject, but from a different standpoint. He describes a cheap, portable hog cabin that can be built and utilized by practically anybody who is willing to take the trouble.

Pop, what are ayes and noes for in legislative bodies? "With some of them, my child, they are first to scent jobs and then to wink at them."—Baltimore American.

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INES TO ANIMALS

Burgess Johnson has compiled a volume of Animal Rhymes (Crowell; 50 cents) from his magazine contributions of humorous verse. As a naturalist Mr. Johnson tends to run to the bizarre, writing of the aoudad, the okapi, the apteryx, the yak, the kinkajou, and even the gargoyle.

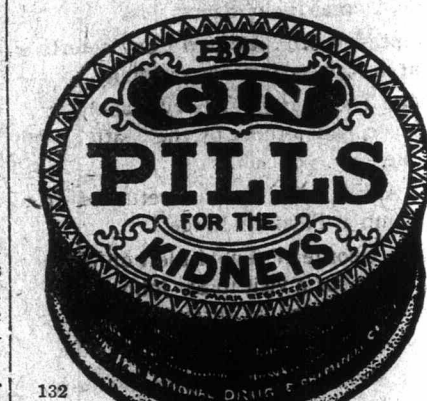
Bards and sages, through the ages (Winning fame instead of wages) Have mused up a million pages With their outcries, small and big. Singing wrongs that should be righted, Causes blighted, heroes slighted— Yet no song they have invented To the Pig.

Gentle Porcus, suid mammal, Does the thought that lard and ham'll Be your future never trammel Your fond fancies as you dig? Does it harrow to the marrow, As you pace your quarters narrow, Dreaming of the storied glory Of the Pig?

"How do they fish for pearls, dad?" "Well, some wives threaten and others nag."—Louisville Courier-Journal.

Minnie—"Don't you get tired of hearing me sing the same old songs every night?" Beau—"Oh, no; you see when one gets used to anything it's much easier to bear."—Judge.

"Did your new alarm clock help to start the day earlier?" "Yes," replied Mrs. Crosslots. "It didn't make much difference in getting my husband up. But what he said the first time he heard it had everybody else in the house wide awake and jumping."—Washington Star.



SEND FOR THE FREE SAMPLE
If you suffer from Backache, Rheumatism, Brick Dust Deposits, Urinary and Bladder Troubles, or Swollen Joints, write for free sample of GIN PILLS to The National Drug and Chemical Co. of Canada, Limited, Toronto

No Matter What You Require in

Heavy and Light HARDWARE

Builders', Mill, Machinists', Plumbing, AUTOMOBILE and MOTOR BOAT SUPPLIES

Pumps, Brass and Iron Goods FOR STEAM AND WATER

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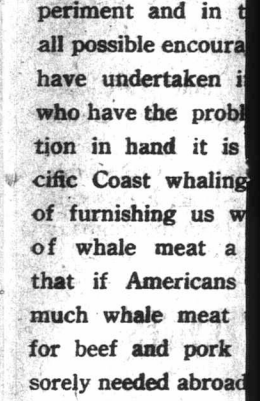
T. McAVITY & SONS, LTD.

St. John, N. B.

INTRODUCING

WILL New

124 cents a pound... price tempt the... try the new gastr... having once bee... ceed in winning a... stew and whale... bywords and wha... tables, and plan... ced with samp... course on the m... and restaurants? These are que... answered in a co... for within a few... is to be made to... as an article of... York, but thro... It will be in a s... may not succeed... standing the har... and other days th... the price of mea... reach of many—... up their noses at w... satisfied with foo... constituted one of... diet in Japan. Th... other hand, they... and find it good, s... will be great rejo... Food Administrat... eagerly awaiting t... periment and in... all possible encour... have undertaken i... who have the prob... tion in hand it is... cific Coast whaling... of furnishing us w... of whale meat a... that if Americans... much whale meat... for beef and pork... sorely needed abroa... 75,000,000 pounds. Even that may se... a mere drop in the... pared with the vast... consumed in the U... Pessimists have arg... to less than one p... person in the United... effect upon the nation... be almost negligible... the Food Administrat... Mr. Hoover and his... contrary, that it is on... will count—one of... which by themselves... which, when lumped... the food question to... degree. Whale meat had... tion in New York o... when a score or mor... zens were invited to... eon prepared by Chef... Delmonico's and serv... Museum of Natural... at the luncheon was... born, president of the... behind the luncheon... Andrews, assistant cu... at the Museum, and p... authority on whales in... luncheon was no tr... He has not only hu... whales half way rou... eaten whale in Alas... oh whale meat three... had even served whal... in Bronxville, N. Y... guests present who... were eating whale a... was mighty good. Accordingly, Mr. A... believer in the palata...



SEND FOR THE FREE SAMPLE
If you suffer from Backache, Rheumatism, Brick Dust Deposits, Urinary and Bladder Troubles, or Swollen Joints, write for free sample of GIN PILLS to The National Drug and Chemical Co. of Canada, Limited, Toronto

Ensures for Textu... of whi... Famous... Equally... Cakes at

INTRODUCING WHALE MEAT TO NEW YORK

Will New York take kindly to whale meat? Will fresh whale at 12 cents a pound and canned whale at 18 cents a pound prove sufficiently attractive when offered alongside of beef and lamb and pork at double and treble the price tempt the New York housewife to try the new gastronomic adventure? And having once been introduced, will it succeed in winning a following so that whale stew and whale hash became household bywords and whale pot-au-feu with vegetables, and planked whale steak, bordered with samp, appear as a matter of course on the menus of our best hotels and restaurants?

These are questions that ought to be answered in a comparatively short time, for within a few weeks a serious effort is to be made to popularize whale meat as an article of diet, not only in New York, but throughout the United States. It will be in a sense an experiment. It may not succeed. Americans—nowithstanding the hardships of meatless days and other days that are meatless because the price of meat is getting beyond the reach of many—may nevertheless turn up their noses at whale and refuse to be satisfied with food that has for years constituted one of the chief articles of diet in Japan. That may happen. On the other hand, they may taste of the whale and find it good, and in that event there will be great rejoicing in Mr. Hoover's Food Administration office, which is eagerly awaiting the outcome of the experiment and in the meantime lending all possible encouragement to those who have undertaken it. For among those who have the problem of food conservation in hand it is figured that the Pacific Coast whaling stations are capable of furnishing us with 75,000,000 pounds of whale meat a year—which means that if Americans will consume that much whale meat the demand at home for beef and pork and other meats so sorely needed abroad will be reduced by 75,000,000 pounds.

Even that may seem like a small item, a mere drop in the bucket, when compared with the vast quantities of meat consumed in the United States annually. Pessimists have argued that it amounts to less than one pound a year for each person in the United States and that its effect upon the nation's meat supply will be almost negligible. With this theory the Food Administration does not agree. Mr. Hoover and his aides believe, on the contrary, that it is one of the things that will count—one of the many measures which by themselves seem futile, but which, when lumped together, do effect the food question to a very appreciable degree.

Whale meat had its private introduction in New York only a few days ago when a score or more distinguished citizens were invited to an all-whale luncheon prepared by Chef Seraphim Millon of Delmonico's and served at the American Museum of Natural History. The host at the luncheon was Henry Fairfield Osborn, president of the Museum; the man behind the luncheon was Roy Chapman Andrews, assistant curator of mammals at the Museum, and probably the leading authority on whales in this country. The luncheon was no treat to Mr. Andrews. He has not only hunted and tracked whales half way round the globe, but has eaten whale in Alaska and Japan—lived on whale meat three weeks, in fact—and had even served whale dishes in his home in Bronxville, N. Y., when there were guests present who didn't know they were eating whale and who thought it was mighty good.

Accordingly, Mr. Andrews is a great believer in the palatability of whale meat.

When the first samples of canned whale arrived in New York recently, Mr. Andrews forwarded a can or two to Kenneth Fowler and Frederick Walcott, two of Mr. Hoover's aides in Washington, with the query:

"Is this thing worth making a stir about?"

After a few days, the answer came back:

"Yes, it is."

Hence the all-whale luncheon at the Museum, at which all but Mr. Andrews and Admiral Peary and one or two others had never before tasted whale meat. The testimony of these initiates was sufficiently favorable to give promise of a far wider popularity for the food when it begins to arrive in quantity in the New York market.

"And why not?" said Mr. Andrews. "You can be sure that if this same whale meat that is coming to New York were to be offered to the people of Germany or England, or of any European country for that matter, it would be snapped up in no time. Here the food crisis is not so acute, but it is certainly getting more serious every day. The only question is, will Americans let a prejudice stand in the way of their getting a first-rate food that is palatable and wholesome and at the same time obtainable at one-half or one-third the price of most other meat?"

There is no denying that a prejudice does exist and that this will have to be overcome if whale meat is ever to become a staple in the market. The impression that the whale is a kind of fish is widespread. An attempt on a small scale to introduce fresh whale meat in San Francisco and elsewhere along the Pacific Coast last year resulted in the sale of only 150 tons of the meat. The public seemed determined to class the article with sea food; and to make matters worse most of the dealers kept their whale meat in the same ice boxes and on the same counters with fish, so that the whale meat of commerce did acquire a kind of fishy flavor to which it was not entitled.

So strong was the prejudice that some of the whaling concerns appealed to the Bureau of Fisheries in Washington to suggest a trade name under which whale meat might more successfully be marketed. The Bureau, however, replied that camouflage would probably do more harm than good and that the best course was to stick to the original name and educate consumers up to the known merits of the commodity. And so whale meat will come to New York as plain whale meat and not masquerading under some such melodious title as "sea beef," "Pacific pork," or "ocean venison."

Here in the East, with our memories of the glories of the New Bedford whalers, the prejudice against the whale as a food is most persistent. Hardly a day has gone by since the luncheon at the Museum but Mr. Andrews has received complaints from seafaring men and the like, who insist that whale meat simply cannot be eaten, that it is not food.

"These men," said Mr. Andrews, "are right when they refer to the sperm whale and the so-called right whale and bowhead, which were the varieties of whale that used to be hunted exclusively in the old days. The flesh of the sperm and the right and the bowhead is not fit to eat. These are all the larger sizes of whale, and they are getting scarce. But there are four other varieties—smaller whales—which are good to eat. These are the humpback, which makes the best eating, the finback, the sei-whale, and the blue or sulphur bottom, which is not so good as the others, though eatable."

"The flesh of these whales looks like beef, only it has a coarser grain. But it doesn't taste like beef at all. It has a gamey flavor, and if served as venison or bear meat it would fool nine men out of ten. I have served it that way at my own table and fooled any number of guests."

"There is an illness about the meat which can be removed by boiling in water with a dash of soda added. In Japan, where one of the favorite ways of eating it is chopped raw, they don't seem to mind the illness, but here in this country the meat will probably be found more palatable with the oil removed. For that reason canned whale meat is likely to prove more popular than the fresh—in the process of canning the meat is cooked



and the oil removed. Canned whale meat requires little or no cooking."

When it is considered that the whaling industry on the Pacific Coast is the largest in the world, it is not surprising that an effort should be made to enlist its aid in meeting the problem of the nation's food supply. There are seven large whaling stations along the coast, three of which have storage or canning plants. Last year these seven stations together caught approximately 1,000 whales, and this year's catch is expected to be even greater. The method used is known as off-shore whaling, as distinguished from the more romantic deep-sea whaling of former days. Off-shore whaling was made possible through the construction of fast boats and the invention of the harpoon gun, which enabled whalers to hunt the fin-whale and other smaller varieties that used to be too fast for the old-timers. As a result, off-shore whaling has developed into a worldwide industry, the value of which is placed at \$70,000,000 a year. The modern off-shore whaling ship is a vessel of about ninety tons. These boats often come home after a day's hunting with a string of whales in tow. As each whale is captured and killed, it is marked with an anchor and buoy—and sometimes pumped full of air, so as to keep it afloat—and later called for and towed to port when the day's work is done.

There is a seven months' season, from April to November, during which whales are taken at the Pacific Coast stations, and it is planned to begin to put whale on the market as food just as soon as the season opens two months hence. According to Mr. Andrews, if the full resources of the seven plants on the Pacific were available, it would be possible to produce annually 75,000,000 pounds of whale meat for food. But this output is not likely to be reached, or even nearly approached, in the beginning. Up to the present, the Pacific Coast whalers have been selling the blubber to soap manufacturers (who are paying fancy prices for it in these war times) and converting the bone, blood and meat of the whale into fertilizer. The average whale is good for at least five tons of meat, and as the meat will bring a higher price as food than when used for fertilizer, the development of a market for whale meat would undoubtedly benefit the whaling industry. It is even argued that it would also conserve the diminishing supply of whales, as a general notice, and lead to necessary restrictive legislation for the protection of the whale.

In Japan, where 50,000 tons of whale meat are consumed as food in a year, more than 60 per cent. of the whale is sent to market. Mr. Andrews says he watched a 30-ton whale being cut up in Japan, and that 37 tons were extracted for food. The remaining 13 tons—bones, viscera, and blubber—were utilized in other ways. There is practically no waste in whale.

But it will probably be some time before Americans devour quite so much of a given whale. In fact, as a beginning only the choice cuts of the whale—seven or eight tons in all—are to be marketed. This meat, as Mr. Andrews described it, comes from the back of the whale, and corresponds in a sense to the chops of a lamb. But it is not likely that "whale chops" will ever make their appearance on the New York bill-of-fare. Mr. Andrews estimates that one whale chop would furnish enough meat to feed thirty men.

As a matter of fact, when New Yorkers go to market next April and find whale for sale, they will not be expected to order different cuts of the new meat. The fresh meat, shipped here in refrigerators, will come in huge chunks—all meat and no bones or fat—and from these the marketman will be able to carve pieces of any size. However, there are ways of cooking whale which call for certain kinds of cuts, and these the prospective whale-eater would do well to know in advance. For instance, a whale steak should be cut thick, allowing two and one-half pounds to a steak, according to Chef Millon, of Delmonico's, who has concocted the following recipe for planked whale steak bordered with samp:

Cut steaks very thick, about two and a half pound each. Cook on plank (white pine preferred) in the salamander. (It is not necessary to cook as long as the same amount of beef.) When the steaks are cooked to the desired point, place the samp around the plank. The samp must be previously soaked for twelve hours and cooked for four hours. Serve with a sauce of shallots and mustard.

Next to raw whale meat, the Japanese, according to Mr. Andrews, are fond of cutting the meat into small-sized bits and serving with plenty of seasoning and sauce on rice. For those who wish to experiment in a dish of this kind, the following recipe of M. Millon may be of help:

CURRY OF WHALE WITH WILD RICE

Cut the whale meat in dice; parboil with a little soda; drain. Moisten with juice of clams and pieces of celery, curry powder, salt, and pepper. Cook several minutes. Thicken the sauce with the oat flour and serve in an earthen casserole. Boil the wild rice one hour and serve on the side.

It is to be doubted whether raw chopped whale meat will ever become popular hereabouts, but there are many other ways in which to prepare it, and if consumers still refuse to be converted, it will not be because this new food cannot be adapted to the every-day dishes of the average American household. It can, Mr. Andrews has found it a most satisfactory substitute for beef and lamb in such homely fare as hash and croquettes, and there are some who predict a future for it as a substitute for pork in sausages. But it will probably remain for the New York housewife to do her own experimenting and evolve the right dish for home consumption. By way of a guide these additional recipes from the studio of Chef Millon may serve to put the housewife on the right track:

MARINATED WHALE

Onions, minced carrots, parsley roots, cloves, thyme, bay leaf, nutmeg, salt, pepper, several slices of lemon, one quart of water.

Cook the above twenty minutes; add the filets (slices) of whale after boiling several minutes; pour into a deep dish and let it cool until it jellies.

POT AU FEU WITH VEGETABLES

Proceed in the same manner as with beef soup or mutton broth. Serve with vegetables and barley, or clear as preferred.

WHALE PATTY, HOUSEHOLD STYLE

Cut in slices; cook in a little water with salt, pepper, and lemon juice. Drain into a deep dish with a few fresh minced mushrooms and tomatoes cut in pieces. Thicken with oat flour and pour this sauce upon the fish. Cover with pie paste, and finish cooking in a moderate oven for fifteen minutes.

BRAISED WHALE WITH CARROTS

Take a piece of whale of twelve to fifteen pounds. Insert slices of salmon; season with salt and pepper and roast for thirty minutes, basting with a few spoonfuls of olive oil. Moisten with water and a glass of vinegar. Add one and a half quarts of carrots and a bouquet of aromatic herbs and cook for three hours. Place the meat on a dish and surround it with the carrots. Reduce the sauce by thickening with barley flour if necessary and pour over all.

BATTALION HAS FIRST CLAIM ON DRAFTEES

New regulations recently issued by the Militia Department covering draftees under the M. S. A. deprive all young men of the free choice they have hitherto had between infantry service and the air service. At the R. F. C. Recruiting Headquarters a statement was handed out explaining that these rules now make it absolutely necessary for men who come within the provisions of the M. S. A. first to join their Depot Battalion. They may, if they are anxious to become aviators, make application to the commanding officer. With that officer's consent, they may re-enlist with the R. F. C.

This change in the regulations, naturally, presents some difficulties to men aspiring to flying officer's rank, though it is felt that any young man who possesses the essential qualifications demanded by the R. F. C. will readily be granted the chance to enroll. The effect of the new regulation will be that an accurate record of all draftees will be held by the Depot Battalions.

At present no indication can be given as to how this new procedure will affect the numbers of recruits applying for enrollment in the R. F. C. While the change makes it harder for a man to enter the service, it is presumed that the fascination and romance attaching to the flying man's work appeal so strongly to the Canadian spirit that most men will be keen enough to make the extra effort to join. This conclusion is based on the fact that even though enlistments in the R. F. C. are voluntary, the training school in Toronto is kept filled to capacity.

A Cure for Bad Breath

"Bad breath is a sign of decayed teeth, foul stomach or unclean bowel." If your teeth are good, look to your digestive organs at once. Get Beigel's Curative Syrup at druggists. 15 to 30 drops after meals, clean up your food passage and stop the bad breath odor. 50c. and \$1.00 Bottles. Do not buy substitutes. Get the genuine.

animals whose flesh we now eat can compare for fastidiousness with the much-maligned whale. It is a cleaner animal by a good deal than our friend the hog and even the steer. No one need be afraid of whale meat on the score of cleanliness."

First shipments of whale meat from the Pacific are expected to reach New York shortly after the opening of the whaling season in April. The distributing agents in this city will be Harvey & Outerbridge, a commission house, of which E. H. Outerbridge, president of the Chamber of Commerce of New York, is head.

—NORMAN TAYLOR, in *The New York Evening Post*.

CANADIAN SOLDIERS' VOTES

Ottawa, Feb. 25.—Analysis of the military vote in the Dominion elections polled in France shows a total vote of 101,251, including the ballots of soldiers rejected in constituencies where candidates were not endorsed and for other reasons. Of the vote cast 88,175 ballots were for government candidates, 6,744 for opposition candidates, and ballots rejected number 6,331.

No less than 92.9 per cent. of the accepted ballots were marked for government candidates. New Brunswick shows the smallest percentage cast for government candidates due to the larger proportion of ballots rejected.

The following table tells the story of the vote in France by provinces:

	Government	All others	Rejected	P. c. for gov.
Alberta	10,168	688	398	93.66
B. Columbia	13,500	1,049	458	92.79
Manitoba	11,244	733	269	93.88
N. Brunswick	2,986	497	565	85.73
Nova Scotia	3,953	510	177	88.51
Ontario	30,578	1,618	2,584	95.29
P. E. Island	761	110	23	87.39
Quebec	7,351	1,131	1,533	94.93
Saskatchewan	7,634	408	325	94.93
Totals	88,175	6,794	6,332	92.89
All others	6,744			
Rejected	6,332			
Total	101,251			

It was estimated that approximately 130,000 soldiers' votes would be cast in France, and this estimate was practically correct when allowance is made for the soldiers from the thirty constituencies where acclamations took place, and all classes and rejections. In this regard the further analysis of the vote has been made:

Total number of ballots reported from 197 electoral districts, 101,251; acclamations or deferred elections were 32 and probably represented about one sixth of the pollable vote, 16,875.

Probable further rejected envelopes containing ballots because unsigned or otherwise not in accordance with the provisions of the act (for instance, a Canadian resident voter not indicating a discoverable place of residence or a non-Canadian resident not disclosing the fact of his non-residence), 10,125.

Probable total poll, 128,251.

SOME RECIPES FOR A WARTIME LENTEN SEASON

MEATLESS SAUSAGES

- 1 lb. bread crumbs
- 1 oz. margarine
- 1 teaspoon mixed herbs
- 1 1/2 oz. grated cheese
- 1 clove of garlic chopped finely, or some grated onion
- 1 egg
- 1 oz. cooked macaroni cut very small
- A little Worcester or other meat sauce

Mix all together, using the yolk of the egg and a little water that the macaroni was cooked in to give the right consistency. Shape into six sausages. Drop into boiling fat, and fry a golden brown. If preferred, brush over with the unbeaten white of egg before frying, this makes the "skin." Serve with mashed potatoes.

PEANUT LOAF

- 1 cup soft bread crumbs
- 1/2 cup peanut butter
- 1/2 cup cooked rice
- 1 teaspoon salt
- pepper
- 1 teaspoon poultry seasoning
- 1 tablespoon chopped parsley

Mix thoroughly, and bake for thirty minutes; unmold and serve with tomato sauce or ketchup. Nuts, like legumes, are rich in protein and fat. To be digestible they should be finely divided (ground or chopped), and combined with starchy materials. They are such a concentrated food that they should not be used alone in large quantities.

NUT CROQUETTES

- 1 cup nuts
- 1/2 cup bread crumbs
- 1/2 cup cooked rice
- 1/2 cup milk
- 1 egg, slightly beaten,
- 1 teaspoon salt
- pepper

Soak the bread crumbs in milk. Add the cooked rice, seasoning, nuts, and most of the egg. Mold into shape, and brush over with the remainder of the egg, dip in bread crumbs, and fry in deep fat.

NUT AND CHEESE LOAF

- 1 cup grated cheese
- 1 cup English walnuts or hickory nut meats
- 1 cup dry bread crumbs
- 2 tablespoons water
- 1 teaspoon salt
- 1/2 teaspoon pepper
- 2 tablespoons onion
- 1 tablespoon oil

Cook the onion in cooking oil and water until tender. Strain into the mixture of cheese, ground nuts, and crumbs. Add the seasoning. Bake in a loaf until brown. Garnish with lemon points.

BAKED PEAS AND CHEESE

- 2 cups cooked peas (dried)
- 1/2 cup grated cheese
- 1 tablespoon margarine
- 1 teaspoon salt
- 1 tablespoon finely chopped onions
- 1 tablespoon finely chopped green pepper

Mix the peas with the cheese, mashing thoroughly. Cook the onion and pepper in fat. Add to the peas and cheese. Form into a roll and bake in a moderate oven, basting occasionally with fat and water. Serve hot as meat loaf.

LENTIL CASSEROLE

- 2 cups cooked lentils
- 1 teaspoon salt
- 2 cups tomatoes
- 4 tablespoons oleomargarine
- 1 onion
- 1 cup bread crumbs

Soak the lentils overnight. Cook until soft. Brown the chopped onion in fat. Put the lentils and tomatoes and onion in layers in a greased casserole dish. Cover with buttered crumbs. Bake till brown in a moderate oven.

BEAN AND TOMATO STEW

- 2 1/2 cups stewed white beans (1 cup uncooked)
- 2 cups tomato juice
- 1/2 sliced onion (stewed till tender in tomato juice)
- 2 tablespoons drippings
- 1 teaspoon salt
- 1/2 teaspoon paprika
- speck of soda

Strain the tomato and onion mixture. Add to the beans seasoning and fat. Cook until thick enough to serve on a dinner plate.

BEAN ROAST

- 1 cup white beans stewed
- 1 cup ground peanuts
- 1/2 cup bread crumbs
- pepper
- 1 teaspoon salt
- 1/2 cup milk

Put the beans and peanuts through the chopper. Add the crumbs, seasoning, and milk. Shape into a loaf, and bake for about thirty minutes. Serve hot, with tomato sauce.

PEAS IN RAMEKINS

- 1 cup of mashed pulp of peas
- 1/2 cup milk
- 2 tablespoons oleomargarine
- 3 eggs
- Onion juice, a few drops,
- White sauce
- 1 teaspoon mashed potato
- 1/2 teaspoon salt
- pepper

Soak the dried peas for twenty-four hours. Cook slowly. When nearly tender add 1/2 teaspoon salt to 1 cup peas. Put the peas through the colander. Combine the white sauce, beaten egg, pea-pulp, and seasoning. Put in oiled ramekins. Bake slowly for forty minutes.

REGAL FLOUR

Ensures Bread that is Fine and Porous of Texture and Full of the Nourishment for which Manitoba Hard Wheat is Famous

Equally Satisfactory for Pastry, Cakes and Puddings.



COME all ye fellows that follow the sea, With a yo-ho blow the men down; And pray pay attention and listen to me. Oh! give me some time to blow the men down!

'Twas on board a Black Baller I first served my time. To my yo-ho! blow the men down; And in the Black Baller I wasted my prime. Oh! give me some time to blow the men down.

"Now, me hearties," as the landlubberly novelists say, you must travel far in these days of steam to find a chancy man of the old packet school, but the United States Shipping Board has signed one for the duration of the war, and he's going to teach the sailor songs to the young fellows that follow the sea in the new American merchant marine. And if they all pay attention and listen to Stanton H. King they'll be better able to pull a wet rope when the chancy man "strikes a light" and uncovers the best song in his locker.

The writer had a vivid recollection of the chancy at the head of this column. He heard it first as a youngster, ringing from the foc's'le head of an ancient windjammer—the *Elisa Barge*—now gone the way of all good ships. It was a hot morning in a Southern port. Men were aloft on the yards loosening the gaskets, others were at the windlass, heaving in the anchor, and at the cathead stood the mate, watching the chain, as it rasped, link by link, through the hawsepipe. Presently, he gave a signal, and the chancy man, a strapping black fellow, in blue dungaree, with a voice like the thunder, "struck a light," with:

Come all ye young fellows that follow the sea. The crew took up the second line as a refrain, the third was a solo, the chancy man holding the note at the end until the chorus broke into the fourth with a lilt that carried the melody far across the harbor. The windlass clanked like an old bell as the men put their hearts into the song, the anchor stock showed itself above the rippling water, the ship began to pay off, and the sails tumbled in the gear. Then the chancy man bellowed out his anchor song:

Oh! don't you hear our old man say We're homeward bound this very day. (Refrain.)

Oh! don't you hear our old man say Good-bye, fare you well, good-bye fare you well; (Refrain.)

Oh! fare you well my bonny young girl, Hoorah, my boys, were homeward bound! Most of the things done on ship-board are incomprehensible to the landsman, but each has a reason for it. And there was a good reason for the chancy. It put life into sailors, made them forget bad food, ill treatment, sore muscles, cold, and all the discomforts of vile weather; and every shipmaster in the old days considered a first-rate chancy man the equivalent of four men in a watch.

Nowadays there is less reason for the chancy man and his songs. To be sure the war has revived the glory of the square-rigger—New York harbor has seen many in recent months—but your modern sailing vessel carries a donkey engine, fed with coal and water, and the deep-water seaman finds it unnecessary to drive the engine with a song when it takes a grip of rope and chain. All this is by the way. Mr. King's purpose—and no one should question it—is to instill a measure of that spirit which made the American of other days a first-class merchant seaman, proud of his ship and his flag, ever ready to risk his life in its service. And the chancy, rollicking, mournful, always melodious, is his medium—a song of the past and a song for all time, the real folk music of the sea. Once learned, it is never forgotten, as the men on the training-ship *Calvin Austin*—Mr. King's ocean studio—will discover ere long. One of Mr. King's chancies is "Reuben Ranzo."

"This was—and I dare say is—a well-known chancy," he said. "Either Bret Harte or Mark Twain—I forget which—has a character, an old skipper, who is fond of singing about the trials of a certain Lorenzo. Whether this was the original name I do not know. But as far back as fifty years ago it was plain 'Ranzo.' Lorenzo it might have been, for Yankee whalers took a large number of their men from the Azores, men of Portuguese descent, among whom Lorenzo would have been a common name enough. In the days I speak of, the chancy was always sung to the regulation words, and when the story was finished there was no attempt at improvisation; the text was, I suppose, considered sacred. I never heard any variation from the words here given:

O Ranzo was no sailor, He skipped on board of a whaler. (Refrain.)

Oh, pity poor Reuben Ranzo! Ranzo, boys, Ranzo! Oh, poor old Reuben Ranzo! Ranzo, boys, Ranzo!

And he could not do his duty, So they took him to the gangway. (Refrain.)

And they gave him nine-and-thirty, Yes, lashes nine-and-thirty. (Refrain.)

Now, the captain being a good man, He took him in the cabin. (Refrain.)

And he gave him wine and water, Rube kissed the captain's daughter. (Refrain.)

He taught him navigation To fit him for his station. (Refrain.)

Now, Ranzo he's a sailor, He's chief mate of that whaler. (Refrain.)

"Paddy Doyle" was always used to bunt up a sail when it was being furled. Mr. King never heard it used on a rope. It was a chorus all through, thus:

To my way—a-y—ay. Ah, we'll pay Paddy Doyle for his boots.

Old sailor men will tell you that Paddy Doyle was a genuine character, a Liverpool boarding master, who fleeced seamen and skippers alike. In his court-yard, so the legend runs, he had a revolving platform with a wheel and compass on it. Here he taught his victims to "steer," and also to dodge "seas," which came from the window above in the form of a bucket of water.

"The seaman of to-day," said Mr. King, "knows nothing of the old song, 'Shenandoah,' but the tune and one line, 'O Shenandoah, I love your daughter.' There must be some merit in it to have lasted so long, even in a debased form.

Originally it was a song, not a chancy, and had nothing to do with salt water, for the 'wide Missouri' is (like Alcala in another song) 'nowhere near the sea.' It is a good specimen of the American sea song. It must be quite fifty years since it was sung as a song. It probably came from the American or Canadian voyagers, who were great singers; Thomas Moore drew inspiration from them in his 'Canadian Boat Song.' In the early days of America, rivers and canals were the chief trade and passenger routes, and boatmen were an important class. Shenandoah was a celebrated Indian chief in American history, and several towns in the States are named after him. Besides being sung at sea, this song figured in old public-school collections. When very young I heard a Harrow boy sing it. That must be nearly fifty years ago.

The white man loved the Indian maiden, With notions his canoe was laden. (Refrain.)

Missouri she's a mighty river, Away you rolling river. The red-skins' camp lies on its borders. Ah-ha I'm bound away 'cross the wide Missouri. (Refrain.)

"Oh Shenandoah, I love your daughter, I'll take her 'cross your rolling water." (Refrain.)

The chief disdained the trader's dollars: "My daughter never you shall follow." (Refrain.)

At last there came a Yankee skipper, He winked his eye, and he tipped his flipper. (Refrain.)

He sold the chief that fire-water, And 'cross the river he stole his daughter. (Refrain.)

"Oh, Shenandoah, I long to hear you, Across that wide and rolling river." (Refrain.)

Here is Mr. King's version of "Bound for the Rio Grande," a famous chancy: Now, you Bowery ladies, we'd have you know, O, you Rio!

We're bound to the Southward, O Lord, let us go! For I'm bound to the Rio Grande. (Refrain.)

O, say, was you ever in Rio Grande? O, you Rio!

It's there that the river runs down golden sand, For I'm bound to the Rio Grande. And away, you Rio! O... you Rio! Sing fare you well, my bonny young girls, For I'm bound to the Rio Grande. So it's pack up your donkey and get under way, The girls we are leaving can take our half-pay. (Refrain.)

We'll sell our salt cod for molasses and rum, And get back again 'fore Thanksgiving has come. And good-bye, fare-you-well, all you ladies of town, We've left you enough for to buy a silk gown. (Refrain.)

Mr. King first went to sea from Barbados thirty-eight years ago, and he learned the chancy-man's art in deep-water ships. Later he joined the navy, and when his time was up he went to the Moody School for two years, opening in 1893 the Sailors' Haven at Charlestown, Mass., alongside a barroom. Mr. King became an author as well as a sky-pilot, writing a number of sea stories, and at the Haven chancy singing became a part of his weekly entertainment for Jack ashore. He found it a good way to reach Jack's heart and put him on a straight course.—*New York Evening Post.*

Minard's Liniment for sale everywhere.

THE WEEK'S ANNIVERSARIES

March 2.—St. Chad. Sir Thomas Bodley, English diplomat and scholar, founder of the Bodleian Library at Oxford, born, 1544; Earl of Mansfield, Lord Chief Justice of England, born, 1705; Gibraltar ceded to Great Britain by Spain, 1713; Horace Walpole, Earl of Orford, died, 1797; Rev. John Wesley, founder of Methodism, died, 1791; Pope Leo XIII born, 1810; Hugh Edward Strickland, English naturalist, born, 1811; W. H. M. Olbers, German astronomer and physician, died, 1840; Nicholas I, Tsar of Russia, died, 1855.

March 3.—Edmund Waller, English poet, born, 1665; Sir William Davenant, English Poet-Laureate, baptized, 1666; Rev. George Herbert, English poet, died, 1633; Thomas Otway, English dramatic poet, born, 1652; Peter Faneuil, American merchant, donor of Faneuil-Hall, Boston, Mass., died, 1743; William Godwin, English novelist, born, 1756; William C. Macready, English tragedian, born, 1793; Col. Fred. G. Burnaby, English cavalry officer and traveller, born, 1842; Dr. Alexander Graham Bell, inventor of telephone, born in Edinburgh, 1847; Duke of Manchester born, 1877; Alaska Boundary Treaty ratified, 1903.

March 4.—Robert Emmet, Irish patriot, born, 1778; Francois Pierre Guillaume Guizot, French historian and statesman, born, 1787; First United States Congress met in New York, John Adams presiding, 1789; City of Chicago incorporated, 1837; Lord Abernethy, English statesman, born, 1837; Hon. Brand Whitlock, U. S. Minister to Belgium, born, 1869; Scott murdered at Fort Garry, 1870; John Timbs, London antiquarian, died, 1875; Roman Catholic Hierarchy reestablished in Scotland, 1878.

March 5.—Antonio Allegri Correggio, Italian painter, died, 1534; Dr. Thomas Arne, English musician, composer of "Rule Britannia," died, 1778; Dr. Frederick A. Mesmer, German physician and writer on animal magnetism, died, 1815; Sir A. H. Layard, English traveller and archaeologist, excavator of Nineveh, born, 1817; Napoleon Bonaparte died at St. Helena, 1821; Alessandro Volta, Italian experimenter in electricity, died, 1827; Sir Frederick Macmillan, English publisher, born, 1851; Covent Garden Theatre, London, burned, 1856; Second Parliament of Canada opened, 1873; General election in Canada, 1891.

March 6.—Michael Angelo Buonarroti, Italian painter and sculptor, born, 1475; Francis Beaumont, English dramatist, died, 1616; Vice-Admiral Sir Charles Napier, British naval commander, born, 1786; Elizabeth Barrett Browning, English poet, wife of Robert Browning, born, 1809; Jenny Lind, Swedish singer, born, 1820; Kent and Gloucester Counties, New Brunswick separated from Northumberland, 1826; General Philip A. Sheridan, American military commander, born, 1831; Artemus Ward (Charles Farrar Browne), American humorist, died, 1867; Serbia proclaimed a Kingdom, 1882; Louise Alcott, American writer, author of *Little Women*, died, 1888; Ninth Parliament of Canada opened, 1901.

March 7.—St. Perpetua. Thomas Aquinas, "the angelic doctor," Italian theologian, died, 1274; Admiral Lord Collingwood, English naval commander, died, 1810; Luther Burbank, California naturalist and fruit specialist, born, 1849; J. R. Green, English historian, died, 1833; Henry Ward Beecher, American Congregationalist divine, died, 1887.

March 8.—Aboukir, 1801. King William III of England died, 1702; Duke of Bridgewater, patron of the *Bridgewater Treatises*, died, 1803; Dean Merivale, English historian, born, 1808; Bernadotte, King of Sweden, died, 1844; Niagara Suspension Bridge formally opened, 1855; General Bramwell Booth, of the Salvation Army, born, 1856; Sir Frederic Madden, English paleographer and antiquary, died, 1873.

GERMANS IN SERBIA

Harbin, Manchuria, February 16.—German goods already have reappeared far east of Irkutsk, according to information received here. German merchants are active in Harbin, and the Bolsheviks are arming the released German prisoners to guard the Siberian railway and to facilitate the movement of traffic.

A British mining engineer named Piper, who has arrived here from Krasgoyarsk, says that the Bolsheviks have seized the gold mines there, and that Austro-German prisoners are working them. The Austro-Germans have plenty of money, and are purchasing permits allowing them to circulate freely in Siberia. The Germans are taking charge of electric power stations, railways, and depots. Quantities of raw materials are being shipped to Germany from the district. Most of the Germans are said to speak Russian.

Piper declares that unless the Allies take immediate steps to send supplies and raw materials to Siberia, the intellectual and peasant classes will throw themselves into the hands of the Germans. Goods are being sold at the pre-war prices by the Germans, who are also securing contracts and concessions, as well as carrying on propaganda work.

CANADA'S ACTING PREMIER

Ottawa, February 26.—In the absence of Sir Robert Borden in Washington, Sir George Foster, Minister of Trade and Commerce, is acting Prime Minister.

COSTA RICA PUTS DOWN REVOLT

San Jose, Costa Rica, Feb. 25.—The revolution in Costa Rica has been put down and order has been completely restored.

The troubles had their inception last Friday when a band commanded by Rogelio Fernandez Guel, editor of *El Imparcial*, a pro-German newspaper which had been suppressed by the Costa Rican government, attacked a passenger train from Punta Arenas, capturing some of the passengers. This band continued forcing along the railroad line until the forces of the government arrived and routed the rebels. Some of the insurgents were captured and the others fled in disorder, being followed up by the troops.

Minard's Liniment Co., Limited. Gentlemen.—My daughter, 13 yrs. old, was thrown from a sleigh and injured her elbow so badly it remained stiff and very painful for three years. Four bottles of MINARD'S LINIMENT completely cured her and she has not been troubled for two years.

Yours truly, J. B. LIVESQUE. St. Joseph, P. O., 18th Aug., 1900.

The more you can produce the better pay you'll be worth—that's why it is in your interest as well as your employer's to see that a Remington Typewriter is installed.

A. Milne Fraser, Halifax, N. S.

ASSESSMENT NOTICE TOWN OF ST. ANDREWS

PUBLIC notice is hereby given that the assessors have been appointed. Assessors for the current year and have been duly sworn into office.

All persons or bodies corporate liable to be assessed in the said Town of St. Andrews are hereby notified and requested to furnish the assessors within thirty days from the date of this notice with a written detailed statement of the Real and Personal Estate and Income of such persons or bodies corporate. Such statements to be subscribed and sworn before a Justice of the Peace for the County by the person or agent making the same and to be in form prescribed by the Town's Incorporation Act.

For all ordinary Town and School Rates all males between the ages of twenty-one and sixty years are liable to Poll Tax, for Patriotic Taxes all males between the ages of twenty-one and seventy. Rate-payers claiming exemption from Poll Taxes on account of age will notify the Assessors.

ALBERT SHAW, RICHARD H. KEAY, NATHAN TREADWELL. Dated at St. Andrews, N. B., February 6th, 1918. 32-4w.

ASSESSORS' NOTICE

ALL persons liable to be rated in the Parish of St. Andrews, are hereby requested to hand to the assessors or either of them, within thirty days a detailed statement, under oath, of their property and income, as required by law.

Dated the twenty-second day of February, A. D., 1918.

W. E. BRYANT, H. RANKINE, D. B. MCCOUBREY, Assessors. 34-3w.

NOTICE

PERSONS having any complaints or suggestions to make in regard to the management of the Schools in St. Andrews will kindly do so, in writing, to the Secretary of the Board of School Trustees.

D. C. ROLLINS. 34-3w.

NOTICE

NOTICE is hereby given, that the Port Canada Docks Railway Company will, at the next session of the Legislature of New Brunswick make application for the passing of an Act providing that the time limited for the commencement of the construction of the railway shall be extended for a period of three years, and the time limited for the completion of the railway shall be extended for a period of two years respectively from the expiration of the times provided for the commencement and completion of said railway by Chapter 73, 5 George V., 1915, entitled "An Act to Incorporate the Port Canada Docks Railway," St. George, N. B., February 7th, 1918.

G. W. MARSH, For the Provisional Directors of said Railway Company. 33-4w.

NOTICE

ALL persons having claims against the estate of George D. Grimmer, late of the Town of Saint Andrews, deceased, are requested to submit the same duly attested for payment; and all persons indebted to said estate are requested to make payment to the undersigned executors.

Dated St. Andrews, N. B., February 6, 1918.

LLOYD D. MURRAY, HAZEL C. MURRAY, Executors. 32-6w.

FOR SALE—A Motor Boat 40ft. long, 9 ft. wide, 54 in. deep, 10 h. p. Minus engine. Boat and engine three years old. Boat has sails and anchors. Carrying capacity 16 hogsheads.

Apply to WALTER E. INGALLS, Grand Harbor, Grand Manan. 33-4wp.

FOR SALE: Property known as the Turner Homestead at Bocabe, nine miles from St. Andrews, five miles from Chamcook Station on C. P. Railway. House has nine rooms and finished attic. An excellent summer or permanent home. Apply to A. L. FOSTER, P. O. Box 1113, St. John, N. B.

MINIATURE ALMANAC ATLANTIC STANDARD TIME PHASES OF THE MOON

March Last Quarter, 5th. 8h. 44m. p.m. New Moon, 12th. 3h. 52m. p.m. First Quarter, 19th. 9h. 30m. a.m. Full Moon, 27th. 11h. 33m. a.m.

Day of Month Day of Week Sun Rises Sun Sets H. Water a.m. H. Water p.m. L. Water a.m. L. Water p.m.

March 2 Sat 7:10 6:11 2:26 2:46 8:51 9:04 3 Sun 7:08 6:12 3:05 3:27 9:31 9:44 4 Mon 7:06 6:13 3:46 4:13 10:14 10:29 5 Tue 7:04 6:14 4:32 5:08 11:01 11:20 6 Wed 7:03 6:15 5:27 6:10 11:53 0:18 7 Thu 7:01 6:17 6:30 7:13 0:18 12:52 8 Fri 6:59 6:19 7:35 8:11 1:20 0:54

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:

H. W. L. W. Grand Harbor, G. M., 18 min. Seal Cove, " 30 min. Fish Head, " 11 min. Welshpool, Campo., 6 min. 8 min. Eastport, Me., 8 min. 10 min. L'Etang Harbor, 7 min. 13 min. Lepreau Bay, 9 min. 15 min.

PORT OF ST. ANDREWS. CUSTOMS

Thos. R. Wren, Collector D. C. Rollins, Prev. Officer D. G. Hanson, Prev. Officer Office hours, 9 a.m. to 4 p.m. Saturdays, 9 to 1

OUTPORTS

INDIAN ISLAND, CAMPOBELLO. H. D. Chaffey, Sub Collector W. Hazen Carson, Sub. Collector NORTH HEAD. Charles Dixon, Sub. Collector LORD'S COVE. T. L. Trearton, Sub. Collector GRAND HARBOR. D. I. W. McLaughlin, Prev. Officer WILSON'S BEACH. J. A. Newman, 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 ENGINEER'S TRANSIT THEODOLITE

New, Latest Pattern, with Zeiss Telescope and Trough Compass. Made by E. R. Watts & Son London, England

For Price and Particulars apply to BEACON PRESS COMPANY ST. ANDREWS, N. B.

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

George F. Hibbard, Registrar 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 8, 1917, Chief Justice K. B. D. McKeown; Tuesday, October 2, 1917, Justice Chandler.

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

The Winter Term of The FREDERICTON BUSINESS COLLEGE

Opens Monday, Jan. 7, 1918 Pamphlet giving particulars of our courses of study, rates of tuition, etc., will be mailed to any address on application. Address W. J. OSBORNE, Prin. Fredericton, N. B.

BUSINESS MEN

Are just as anxious to discover and employ well trained and talented help as young people are to secure good positions. No better time for beginning preparation than just now. Catalogues containing Tuition Rates and full information mailed to any address.

S. Kerr, Principal

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, 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 Thursday at 7.3 a. m. for St. Stephen, via Campobello, Eastport, Cummings' Cove and St. Andrews.

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

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

Returning same day, leaving St. Andrews at 7 p. m., calling at Campobello, Cummings' Cove and Eastport both ways.

Atlantic Standard Time. SCOTT D. GUPTILL, Manager.

MARITIME STEAMSHIP CO., LTD.

S. S. Connors Bros. is off for inspection and the Schr. Page will take freight in St. John for the following places, Dipper Harbor, Beaver Harbor, N.B., Letite and Back Bay; the *Alma Connors* will take freight for Black's Harbor, Deer Island and St. Andrews, on Friday of each week; this will be until further notice.

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. A. 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.

METHODIST CHURCH—Rev. Thomas Hicks, Pastor. Services on Sunday at 11 a. m. and 7 p. m., Sunday School 12.00 p. m. Prayer service, Friday evening at 7.30.

ST. ANDREW CHURCH—Rev. Father O'Keefe, Pastor. Services Sunday at 10.30 a. m. and 7.30 p. m.

ALL SAINTS CHURCH—Rev. 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—Rev. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m., Sunday School after the morning service. Prayer Service, Wednesday evening at 7.30. Service at Bayside every Sunday afternoon at 3 o'clock except the last Sunday in the month when it is held at 7 in the evening.

The Parish Library in All Saints' Sundayschool Room open every Friday afternoon from 3 to 4. Subscription rates to residents 25 cents for two books for three months. Non-residents \$1.00 for four books for the summer season or 50 cents for four books for one month or a shorter period. Books may be changed weekly.

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: 12.30 p.m. Closes: 4.55 p.m.

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

All Matter for Registration must be Posted half hour previous to the Closing of Ordinary Mail.

Readers who appreciate this paper will 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.

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