TRAVEL

Manan S. S. Company

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

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

Grand Manan Saturdays 7.30
round trip St. Andrews, returning
both ways via Campobello and

tic Standard Time.

SCOTT D. GUPTILL, Mgr

TIME STEAMSHIP CO., LTD.

S. S. "Connors Bros." is tempor-
off her route the auxiliary boats
Connors" and "Page" will supply
till further notice.
St. John, N. B., Thorne Wharf
arehouse Co., on Saturday, 7.30 a.
St. Andrews, calling at Dipper
Beaver Harbor, Black's Harbor,
Lime Kiln, Deer Island, Red
St. George. Returning leave St.
Tuesday for St. John, calling at
or Back Bay, Black's Harbor,
Harbor and Dipper Harbor, tide
ather permitting.

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

ne 2581; manager, Lewis Connors
Harbor, N. B.
Company will not be responsible
debts contracted after this date
t a written order from the Com-
Captain of the steamer.

CHURCH SERVICES

YTERIAN CHURCH—Revd. W. M. er, B. Sc., Pastor. Services every day, 11 a. m. and 7 p. m. Sunday ool, 2.30 p. m. Prayer services Fri evening at 7.30.

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

ANDREW CHURCH—Revd. Father ahan, D. D. Pastor. Services Sun- at 8.00 a. m., 10.30 a. m. and 7.30 m.

SAINTS CHURCH—Revd. Geo. H. ott, B. A., Rector. Services Holy mmunion Sundays 8.00 a. m. 1st nday at 11 a. m. Morning Prayer d Sermon on Sundays 11 a. m. enings—Prayer and Sermon on Sun- s at 7.00 p. m. Fridays, Evening yer Service 7.30.

IST CHURCH—Rev. William Amos, tor. Services on Sunday at 11 a. m. d 7 p. m., Sunday School after the rning service. Prayer Service, Wed- sday evening at 7.30. Service at yside every Sunday afternoon at 3 lock except the last Sunday in the onth when it is held at 7 in the ening.

T. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

ffice Hours from 8 a.m to 8 p.m.
oney Orders and Savings Bank Busi- transacted during open hours.
etters within the Dominion and to the ted States and Mexico, Great Britain rt and all parts of the British Empire, nts per ounce or fraction thereof. In dition to the postage necessary, each h letter must have affixed a one-cent ar Tax" stamp. To other countries, 5 nts for the first ounce, and 3 cents for ch additional ounce. Letters to which 5 cent rate applies do *not* require the ar Tax" stamp.
Post Cards one cent each to any address Canada, United States and Mexico. e cent post cards must have a one-cent ar Stamp" affixed, or a two-cent card be used. Post cards two cents each other countries. The two-cent cards *not* require the "War Tax" stamp.
Newspapers and periodicals, to any ad ss in Canada, United States and xico, one cent per four ounces.
ARRIVES: 12.20 p. m. CLOSES: 5.05 p. m.
All Matter for Registration must be Posted half an r previous to the Closing of Ordinary Mail.

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

R. A. STUART, HIGH SHERIFF

Time of Sittings of Courts in the County Charlotte:—
CIRCUIT COURT: Tuesday, May 8, 17, Chief Justice K. B. D. McKeown; esday, October 2, 1917, Justice Chand-
COUNTY COURT: First Tuesday in Feb- ary and June, and the Fourth Tuesday October in each year.
Judge Carleton.

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.

Advertise in the Beacon

H. O'NEILL
UP-TO-DATE
MARKET

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

ST. ANDREWS, N. B.

The Beacon

VOL. XXVIII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, FEBRUARY 24, 1917 — NO. 35

THE MINSTREL-BOY

THE Minstrel-boy to the war is gone,
In the ranks of death you'll find him;
His father's sword he has girded on,
And his wild harp slung behind him.—
'Land of song!' said the warrior bard,
'Though all the world betrays thee,
One sword, at least, thy rights shall guard,
One faithful harp shall praise thee!'

The Minstrel fell—but the foeman's chain
Could not bring his proud soul under;
The harp he loved ne'er spoke again,
For he tore its cords asunder;
And said, 'No chains shall sully thee,
Thou soul of love and bravery!
Thy songs were made for the brave and free,
They shall never sound in slavery!'

THOMAS MOORE.
(Born May 28, 1779; died February 25, 1852.)

OF SMOKING

CONCERNING Cigarette Smoking: It hath been well observed by a certain philosopher that this is a practice commendable enough, and pleasant to indulge in, "when you're not smoking"; wherein the whole criticism of the cigarette is found, in a little room. Of the same manner of thinking was one that I knew, who kept by him an ample case bulging with cigarettes, to smoke while he was filling his pipe. Toys they be verily, *sugar*, and shadows of the substance. Serviceable, nevertheless, as shadows sometimes be when the substance is temporarily unattainable; as between the acts of a play, in the park, or while dressing for dinner: that such moments may not be entirely wasted. That however, which is so prompt to appear after dinner I would reprehend and ban and totally abolish; as enemy to that diviner thing before which it should pale its ineffectual fires in shame—to wit, good drink, "*la dive bouteille*"; except indeed when the liquor be bad, as is somtimes known to happen. Then it may serve in some sort as a sorry consolation. But to leave these airy substitutes, and come to smoking.

It hath been oftimes debated whether the morning pipe be the sweeter, or that first pipe of the evening which "Hesperus, who bringeth all good things," brings to the weary with home and rest. The first is smoked on a clearer palate, and comes to unjaded senses like the kiss of one's first love; but lacks that feeling of perfect fruition, of merit recompensed and the goal and the garland won, which clings to the vesper bowl. Whence it comes that the majority give the palm to the latter. To which I listened no slight when I find the incense that arises at matins sweeter even than that of evensong. For, although with most of us who are labourers in the vineyard, toilers and swinkers, the morning pipe is smoked in hurry and fear and a sense of alarum and excursions and fleeting trains, yet with all this there are certain halcyon periods sure to arrive—Sundays, holidays, and the like—the whole joy and peace of which are summed up in that one beatific pipe after breakfast, smoked in a careless majesty like that of the gods "when they lie beside their nectar, and the clouds are lightly curled." Then only can we be said really to smoke. And so this particular pipe of the day always carries with it festal reminiscences; memories of holidays past, hopes for holidays to come; a suggestion of sunny lawns and flannels and the ungirt loin; a sense withal of something free and stately, as of "faint march-music in the air," or the old Roman cry of "Liberty, freedom, and enfranchisement."

If there be any fly in the pipe-smoker's ointment, it may be said to lurk in the matter of "rings." Only the exceptionally gifted smoker can recline in his chair and emit at will the perfect smoke-ring, in consummate eddying succession. He of the meaner sort must be content if, at rare heaven-sent intervals—while thinking, perhaps, of nothing less—there escape from his lips the unpremeditated flawless circle. Then "*deus fio*" he is moved to cry, at that breathless moment when his creation hangs solid and complete, ere the particles break away and blend with the baser atmosphere. Nay, some will deny to any of us terrene smokers the gift of fullest achievement; for what saith *the* poet of the century? "On the earth the broken arcs; in the heaven the perfect round!"

It was well observed by a certain character in one of Wilkie Collins's novels (if an imperfect memory serveth me rightly) that women will take pleasure in scents derived from animal emanations, clarified fats, and the like; yet do illogically abhor the "clean, dry, sensible smell" of tobacco. Herein the true base of the feminine objection is reached; being, as usual, inherent want of logic rather than any distaste, in the absolute, for the thing in question. Thing ing that they ought to dislike, they do painfully cast about for reasons to justify their dislike, when none really exist. As a specimen of their so-called arguments, I remember how a certain fair one triumphantly pointed out to me that my dog, though loving me well, could yet never be brought to like the smell of tobacco. To whom I, who respected my dog (as Ben saith of Master Shakespeare) on this side idolatry as much as anything, was yet fain to point out—more in sorrow than in anger—that a dog, being an animal who delights to pass his whole day, from early morn to dewy eve, in shoving his nose into every carrion beastliness that he can come across, could hardly be considered *arbiter elegantiarum* in the matter of smells. But indeed I did wrong to take such foolish quibbling seriously; nor would I have done so, if she hadn't dragged my poor innocent dog into the discussion.

Of Smoking in Bed: There be who consider this a depravity—an instance of that excess in the practice of a virtue which passes into vice—and couple it with dram-drinking; who yet fail to justify themselves by argument. For if bed be by common consent the greatest bliss, the divinest spot, on earth, "*ille terrarum qui, prater omnes angulus ridet*"; and if tobacco be the true Herb of Grace and a joy and healing balm, and respite and nepenthe, if it this be admittedly why are two things, so excellent separately, noxious in conjunction? And is not the Bed Smoker rather an epicure in pleasure—self-indulgent perhaps, but still the triumphant creator of a new "blend," reminding one of a certain traveller's account of an intoxicant patronized in the South Sea Islands, which combines the blissful effect of getting drunk and remaining sober to enjoy it? Yet I shall not insist too much on this point, but would only ask—so long as the smoker be unwedded—for some tolerance in the matter and a little logic in the discussion thereof.

Concerning Cigars: That there be large sums given for these is within common knowledge. *1d., 2d.*, nay even *4d.*, is not too great a price, if a man will have of the finest leaf, reckless of expense. In this sort of smoking, however, I find more of vainglory and ostentation than solid satisfaction; and its votaries would seem to display less a calm, healthy affection for tobacco than (as Sir T. Browne hath it) a "passionate prodigality." And, besides grievous wasting of the pocket, atmospheric changes, varyings in the crops, and the like, cause uncertainty to cling about each individual weed, so that man is always more or less at the mercy of Nature and the elements an unsatisfactory and undignified position in these latter days of the Triumphant Democracy. But worst and fatallest of all, to every cigar-smoker it is certain to happen that once in his life, by some happy combination of time, place, temperament, and Nature—by some starry influence, maybe, or freak of the gods in mocking sport—once, and once only, he will taste the aroma of the perfect leaf at just the perfect point—the ideal cigar. Henceforth his life is saddened; as one kissed by a goddess in a dream, he goes thereafter, as one might say, in a sort of love-sickness. Seeking he scarce knows what, his existence becomes a dissatisfied yearning; the world is spoiled for him, its joys are tasteless; so he wanders, vision-haunted, down dreary days to some miserable end.

Yet, if one will walk this path and take the risks, the thing may be done at comparatively small expense. To such I would commend the Roman motto, slightly always altered—*Alieni appetens, sui angarus*. There be always good fellows, with good cigars for their friends. Nay, too, the boxes of these lie open; and the good cigar belongs rather to him that can appreciate it aright than to the capitalist who, owing to a false social system, happens to be its temporary guardian and trustee. Again here is a saying bred first, I think, among the schoolmen at Oxford—that it is the duty of a son to live up to his father's income. Should any young man have found this task too hard for him, after the most strenuous and single-minded efforts, at least he can resolutely smoke his father's cigars. In the path of duty complete success is not always to be looked for; but an approving conscience, the sure reward of honest endeavour, is within reach of all.

—From "Pagan Papers," by Kenneth Grahame. London: John Lane, 3s. 6d. net.

THE LATE SIR MELBOURNE TAIT

Last week's Montreal papers contain many detailed accounts of the distinguished carreer of the late Sir Melbourne Tait, formerly Chief Justice of the Province of Quebec; and we print below a tribute to his memory paid by his pastor, Rev. H. Symonds, D. D., of Christ Church Cathedral, Montreal:

"To know Sir Melbourne Tait was to know a wise and good man, who possessed the rare gift of winning not only the esteem but the affection of all who knew him.

"He was possessed of that true and noble simplicity which springs out of single-mindedness. He was single-minded in his devotion as a judge to justice; in his devotion as a religiously disposed man to his God; in his devotion as a churchman to his church. I should say that it never even occurred to the mind of any individual who knew him that Sir Melbourne was other than exactly what he seemed to be at any given moment.

"He was a regular attendant at church. His religion was not a mere garment to be taken on or put off; it was the deepest and most-controlling influence of his life. And he had an enduring affection for the Church of England, with her liturgy, her traditions, her quietly solid worth. He seems to me, as I reflect upon it now, to have been an ideal Anglican. His temper was conservative, yet he was generously broad. And so is the Anglican Church. He did not readily change his views, but he was too well read and too intelligent not to permit others to accept a broader platform than his own.

"His services to the church were manifold. He was a man often consulted by those in authority. He attended the Synod, and, though he was not a frequent speaker, he was exceedingly weighty. Every one listened, all talking ceased, and it was rarely the case that he failed to carry the majority of the Synod with him. It was here again the combination of wisdom and sincerity that impressed all his hearers and gave such weight and power to his words.

"And with it all he was one of the humblest and tenderest of men—ever ready to do a good turn for his less fortunate brethren. It was only last Sunday that, with the simplicity of a child, he knelt at the altar rails of the sanctuary of the Cathedral to receive the Food of Heaven; and now the gates of heaven are opened to him.

"'The souls of the righteous are in the hands of God, and there shall no evil happen unto them.'"

EXPENDITURES IN CHARLOTTE COUNTY, 1911-12 to 1916-17.

Back Bay	$ 862.83
Bayside	1,557.40
Beaver Harbor	1,094.27
Black's Harbor	571.47
Castalia	6,002.50
Chocolate Cove	28,295.23
Cummings Cove	[illegible]
Fairhaven	6,804.40
L'Etang	2,513.15
Leonardville	5,271.60
Lord's Cove	7,163.59
Maces Bay	290.64
Mill Cove	3,116.64
North Head	33,119.29
Red Store	318.86
Richardson	2,226.90
St. Andrews	15,299.94
St. George	23,568.08
St. Stephen	19,722.76
Seal Cove	24,085.95
Spinney's Point	1,939.41
Trynor's Cove	1,658.20
Woodbury's Cove	2,442.78
Woodward's Cove	13,065.99
Woodlands	197.26
Welsh's Cove	13,315.49
Welchpool	6,190.66
Wilson's Beach	3,390.64
	$224,353.25
P. O. at Milltown, say	30,000
Also Dredging (large amount).	

IMPROVEMENTS IN CHARLOTTE COUNTY

Leonardville—New light-house and lighting apparatus,	$ 1,100.00
Cherry Island—New fog bell and plant and additions to building.	800.00
Gannet Rock—Repairs made.	4,000.00
Machias Seal Island New fog alarm building, now diaphone plant, new concrete light house and new lighting apparatus.	33,000.00
Head Harbor—New fog alarm building, new diaphone plant and dwelling house repaired.	6,000.00
Swallow Tail—New fog bell established and dwelling house all renovated.	1,800.00
Chamcook—New light-house erected and a 4th Order Lens with revolving occulting light.	1,400.00
Tongue Shoal—Improved lighting apparatus and installed a 4th Order Lens.	1,500.00
Beaver Harbor—Improved lighting apparatus and installed a 4th Order Lens and revolving occulting vapor light.	1,000.00
Pea Point—Installed a 4th Order Lens and vapor light.	250.00
Big Duck Island—New diaphone plant.	2,500.00
Letite—Repairs to building.	250.00
Southwest Head—Installed new light and other changes to building.	1,000.00
Six (6) Spindles placed on Deer Island Ledges,	1,200.00
Total	$55,800.00

The following aids have been established:—

Bell buoy has been established at Adam's Island near Deer Island eastern side.

Gas buoy has been established at Letite Entrance.

Conical buoy has been established at Entrance to Chamcook.

Can buoy has been established at Doucher's Island, St. Croix River.

Bell buoy has been established at Oxhead Ledges, Grand Manan.

Automatic Whistling buoy has been established at the Southern Head of Grand Manan, Entrance to Seal Cove.

A Bell buoy has replaced the Buck Rock Conical buoy at the Southern Head of Grand Manan, Entrance to Seal Cove.

Also, a number of Spar Buoys have been established at Crand Manan and other harbors in Charlotte County.

The above aids would cost to purchase them $1200.00.

UNDER WHICH FLAG?

[St. Andrews BEACON, Liberal.]

Hon. Mr. Murray is a strong man, and has proved himself to be a capable departmental administrator, and there is no reason to doubt that he would make at least as good a Premier as the province has had for a number of years.—*Fredericton Gleaner*, Conservative.

The St. Andrews BEACON, Conservative, says:

"Provincial politics have been pretty rotten in New Brunswick for a good many years, and if ere has been any actual improvement in the past two years, it has not been conspicuously apparent."

And now the Flemming-Murray government wants another lease of power.—*St. John Telegraph*, Liberal.

*** Does it not occur to these strictly party organs that a newspaper may be strictly independent?

Mrs. Dubbs—"The war will be over in three weeks." Mrs. Hubbs—"What makes you think so?" Mrs. Dubbs—"My husband has just enlisted and he never holds a job more than three weeks."—*Buffalo Express*.

Her identity established—Dora had just returned from Sunday school, where she had been for the first time. "What did my little daughter learn this morning?" asked the fond father. "That I am a child of Satan," was the beaming reply.—*Life*.

Minard's Liniment Cures Diphtheria.

CANADIANS
WANTED FOR THE
ROYAL NAVY

Canadians wanted for the Royal Naval Canadian Volunteer Reserve for immediate overseas service. Only men of good character and good physique accepted.

Pay $1.10 Minimum per day—Free Kit.
$20.00 per Month Separation Allowance.
Good Prospects for Promotion and Long Leave.

15 to 18 accepted for service in the CANADIAN NAVAL PATROLS for defence of the Coasts.

Apply to The Nearest Naval Recruiting Station, or to the
Dept. of the Naval Service
OTTAWA

News in Brief

——St. John's, Nfld., Feb. 16.—The war spirit is again manifested in the decision of the owners of the sealing fleet that will set out in the middle of March to ship no slackers.

No unmarried man between the ages of 20 and 30 who has not offered his services to the country, unless he can establish that he remains at home to permit other members of his family to be at the front, will be given a coveted berth on the hunting trip that appeals so strongly to the adventuresome spirit of the Newfoundlander.

The sealing flotilla will be the smallest on record. It will consist of ten wooden ships of the old type.

——London, Feb. 19.—The new money subscribed to the new British war loan is at least £700,000,000, exclusive of contributions from the banks. Andrew Bonar Law, Chancellor of the Exchequer, announced this in the House of Commons to-day.

Mr. Law said the number of applicants received for the war loan on the last day was so large that 200,000 or 300,000 were not dealt with and the result would not be known until next week.

——Caribou, Me., Feb. 19.—The phenomenal figure of $8.40 per barrel for potatoes was paid here Saturday to M. S. Leavitt, who sold 3,000 barrels to be delivered in March and April. Never before in Aroostook county have potatoes sold for more than $7.00 a barrel. The prediction is heard that the price will go even higher and will touch $10 before it is through climbing. These unheard of prices are bringing a great deal of money into the country, but it is feared by some potato men that the willingness of the farmers to sell will cause a shortage in the seed potato supply, which would mean a smaller crop next year. It is freely reported that seed stock will be exceedingly scarce and will sell at a very high mark.

CANADIAN NEWS

——Ottawa, Feb. 19—Latest government figures place the Canadian wheat crop at 225,000,000 bushels, forty-five millions higher than the original estimate.

——Ottawa, Feb. 19.—Since the war began 395,722 men have enlisted in Canada for the overseas service. Recruiting figures for the first fortnight of February again reflect a gradual but not a large increase. In this period the enrolment totalled 4,538. In the previous fortnight it was 4,130.

The Toronto military district reverted to the lead by enlisting 1,310. By divisional areas the enrolment was as follows:

London, 270; Toronto, 1,310; Ottawa, Kingston, 635; Montreal, 478; Quebec, 104; Maritime Provinces, 690; Manitoba, 238; British Columbia, 242; Saskatchewan, 184; Alberta, 187.

RECRUITING IN NEW BRUNSWICK

The official report of the result of recruiting in the Province of New Brunswick, for home and overseas service, for the week ending Feb. 17, is as follows:

St. John County—		
236th Battalion	4	
236th Battalion	4	
357th Battalion	7	
9th Siege Battery	1	
65th Field Battery	5	
Canadian Engineers	8	
C. A. S. C.	22	
		— 51
Westmorland—		
257th Battalion	1	
165th Battalion	1	
Div. Am. Col.	14	
Canadian Engineers	3	
65th Field Battery	2	
Home Service	1	
		— 22
York County—		
236th Battalion	2	
Home Service	3	
		— 5
Northumberland County—		
257th Battalion	3	
236th Battalion	1	
		— 4
Charlotte County—		
65th Field Battery	2	
236th Battalion	1	
		— 3
Restigouche County—		
Div. Am. Col.	1	
Home Service	1	
		— 2
Albert County—		
C. A. S. C.	1	1
Victoria County—		
257th Battalion	1	1
Carleton County	1	1
Queens and Sunbury Counties	0	0
Gloucester County	0	0
Madawaska County	0	0
Kings County	0	0
Kent County	0	0
Total for week		90

News of the Sea

——London, Feb. 14—The *F. D. Lambert*, a British steamship of 2,195 tons gross, was sunk last night by a German submarine, according to a notice posted at Lloyd's shipping agency to-day. Four members of the crew escaped in the port lifeboat and are believed to be safe. The rest of the crew were landed to-day.

Two British trawlers also have been sunk.

——St. John, N. B., Feb. 14.—A cable from Belfast, Ireland, to Wm. Thompson and Co., here, agents for the Head Line of steamships, reports the steamer *Innishowen Head* sunk. She sailed from Belfast, Feb. 12 in ballast for St. John. One sailor lost his life.

The *Innishowen Head* is well-known to Montreal mariners and is a vessel of 3,050 tons. The vessel was built in 1886 at Belfast, and travelled between Belfast and Montreal during the summer for some years past.

——New York, Feb. 14—The British freight steamer *Roanoke*, Dundee, Scotland, for New York, has been torpedoed and beached, according to advices received by the Maritime Exchange here. She is registered as a vessel of 3,755 tons, gross, 368 feet long, built at West Hartlepoolin 1907, and owned by Furness Withy & Co.

The British steamer *Bayreaulx* has been posted at Lloyd's as missing.

The *Bayreaulx*, which left Cardiff on Oct. 20 last for Montreal, was a vessel of 3,009 tons gross, 325 feet long and built at West Hartlepool in 1895.

——London, Feb. 14—Thirty-eight survivors of the British steamer *Azul* and the sailing vessel *Eudora*, which were sunk by a submarine, are coming ashore.

The name of the place where the seamen are landing evidently has been deleted from the above dispatch by the censor in London. The *Azul*, a steamer of 3,074 tons, was previously reported, Feb. 12, by Lloyd's as probably sunk. Twelve survivors from the vessel had been rescued, the dispatch said. The steamer was last reported as having sailed from Buenos Aires, Jan. 1.

There are two sailing vessels named *Eudora*, a four-masted British schooner of 1,992 tons, and a three-masted Norwegian schooner of 315 tons.

——London, Feb. 15—The British stmr. *Celicia*, of 3,750 tons gross has been sunk, Lloyd's Shipping Agency announced today. The crew was landed. The British steamer *Ferga* also has been sunk, the Agency announces.

The steamer *Celicia* was a vessel 348 feet in length, built in 1907 at Sunderland, and owned by the International Line Steamship Company at Whitby.

The steamer *Ferga* is not listed in available shipping records. Information in maritime quarters is that she was a vessel built in 1916 at Dublin, 197 feet in length, 30 feet beam and 14 feet depth. The tonnage and owner of the *Ferga* are not known.

——London, Feb. 15—Captain Lacey and eleven men of the crew of the British steamer *Azul*, a submarine victim, have been landed. It develops from them that the *Azul*, a steamer of 3,074 tons, was sunk by a submarine on Feb. 7. The captain and eleven of the crew with him were picked up soon afterward by the sailing vessel *Eudoro*. A second boat, with the chief officer and fourteen men in it, is reported still missing.

The *Eudora* herself was sunk yesterday morning, and Captain Atkinson and his crew, totalling twenty-five men, together with the *Azul's* twelve men, took to the boats and were picked up in a few hours.

One member of the *Eudora's* crew was drowned.

A London dispatch of Feb. 14, reported the sinking of the *Azul* and the *Eudora*.

——New York, Feb. 15—News of the loss at sea of the British schooner *Little Secret* reached here to-day with the arrival of her captain, Abraham Doar, and his crew of four men on the Danish freight steamship *Olaf Maersk*, which rescued them off the Grand Banks on her voyage from Rotterdam when their tiny vessel of 89 tons was in distress.

The *Little Secret* had sailed from Marystown, Newfoundland, for Oporto, Portugal. She ran into heavy gales and dangerous seas, and a comber carried away the one lifeboat. For days she was unable to make headway against the elements. After the five men aboard were rescued by the Danish freighter, the schooner was burned so she would not become a menace to navgation.

——London, Feb. 16—The British stmr. *Nethle* was torpedoed without warning last Saturday, and two members of her crew were killed. The remainder of the crew was landed to day.

A London dispatch of Feb. 12 said that Lloyd's shipping agency reported the sinking of the British steamer *Nethle*. She measured 4,270 tons, and was last reported departing from Philadelphia, Jan. 21, for Dunkirk, France.

——Lewis, Del., Feb. 16—The British steamer *Sahara*, from Cadiz, Spain, for Baltimore, went ashore early to-day on Ship Shoal, eight miles south of Cobb's Island, Va. The Cobb's Island coast guard station reports that the steamer is in "good condition, but badly ashore." The *Sahara* is in ballast.

——London, Feb. 16—The British steamers *Hopemoor* and *Afton* have been sunk, according to an announcement made by Lloyd's.

The British steamer *Hopemoor*, of 3,740 tons, was last reported as passing Cape Henry on Jan. 26, bound from Baltimore for Hull. She was 347 feet long, and was built in 1911 at South Shields.

The vessel was owned bo the Moor Line, of London.

There are no reports of the British steamer *Afton*. She measured 1,156 tons, and 242 feet long. The Afton was built at Port Glasgow in 1912, and was owned by Sloen & Co., of Glasgow.

Lloyd's announces that the British steamer *Longscar*, 2,777 tons, the sailing vessel *Percy Roy*, 110 tons, a trawler, and the British steamer *Greenland* of 1,753 tons, had been sunk.

The British steamer *Kyunsti* has been sunk, says another Lloyd's announcement.

Available shipping records do not list the *Kyunsti*.

——London, Feb. 17—Two men were killed, nine missing and five injured when the British steamer *Lady Ann* struck a mine, it was announced to-day. The injured have been removed to hospital.

The *Lady Ann* was an iron screw steamer of 1,016 tons, registered at Sunderland, and the property of the Lambton and Hetton Collieries, Limited.

——London, Feb. 1—Three persons were killed to-day when a submarine sank the British steamship *Queenswood*.

The *Queenswood* was a steel screw ship of 2,701 tons, belonging to the Constantine & Pickering Steamship Co., and registered at Middlesboro. She was built in 1897.

The sinking of the following British steamers was also announced by Lloyd's this afternoon:

Marie Leonhardt, 1,468 tons; *Marian Dawson*, 2,300 tons.

The steamer *Marie Leonhardt* is listed in the marine records as a German vessel, owned by Leonhardt & Blumberg, of Hamburg. She is probably one of the interned German ships requisitioned for Entente services.

——London, Feb. 18—Lloyd's shipping agency to-day announced that the British steamer *Valdes*, of 2,285 tons gross had been torpedoed and sunk without warning. The captain and others of the crew have been landed.

Lloyd's also announces that the British steamer *Worcestershire*, of 7,175 tons gross, was reported sunk. Later the sinking of the British steamer *Romsdalen*, of 2,548 tons gross, was announced.

——London, Feb. 19—The British steamer *Okement* has been sunk. The *Okement* was a 4,339 ton vessel registered at Sunderland and the property of J. Westoll.

The British steamer *Iolo*, of 3,903 tons gross, has been sunk, Lloyd's agency announced to-day.

Eleven men of the crew of the British steamer *Remsdalen*, reported sunk yesterday, have been landed.

——Berlin, Thursday, Feb. 15, *via* Sayville, Feb. 19.—The Overseas News Agency announces that one German submarine has sunk the British steamer *Gravina*, of 1,140 tons, loaded with fruit; the Italian sailing ship *Maria*, of 1,080 tons, with a cargo of coffee for London, and the Swedish sailing ship *Hugo Hamilton*, of 2,560 tons, carrying saltpetre.

——New York, Feb. 19.—Two steamers out of New York, under charter to the Kerr Steamship Company, one Norwegian and the other Spanish, have been sunk in the submarine zone, according to advices received by the company to-day. They were the *Dolmata*, Norwegian, Jan. 24 for Havre, and the *Mar Adriatico*, Spanish, Jan. 16 for Bordeaux.

The *Dalmata* was sunk February 9 and the *Mar Adrjatico* February 11. The latter arrived at Lisbon on Feb. 2 and was probably heading for Bordeaux when sunk. Officials of the Kerr Steamship Company said they did not believe either vessel had Americans aboard.

The *Dalmata* was a vessel of 1,773 tons gross, 245 feet long and built at Port Glasgow, in 1902.

The *Mar Adriatico* was 2.410 tons gross, 285 feet long and built in 1895 at Sunderland.

——London, Feb. 20—The Newfoundland fishing schooners *Mayola*, 146 tons, and *Dorothy*, 57 tons, have been sunk Lloyd's shipping agency announced to-day.

——Washington, Feb. 20—Lloyd's reports cabled to the State Department by Consul-General Skinner at London includes the sinking of the British brigantine *Netherton*, 199 tons.

——London, Feb. 20—The Norwegian collier *Dalbeatie*, from Glasgow to Gibraltar, was sunk by shellfire on Saturday. Two Americans were on board her. The crew took to the boats.

The collier was shelled while the crew was taking to the boats, it is declared. The *Dalbeatie* was a vessel of 1,327 tons, built in 1879 at Middlesborough.

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