TRAVEL

d Manan S. S. Company

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

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

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

ntic Standard Time.

SCOTT D. GUPTILL, Mgr.

TIME STEAMSHIP CO., LTD.

March 3, and until further notice S. Connors Bros., will run as s:

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

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

one 2581; manager, Lewis Connors, 's Harbor, N. B.

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

CHURCH SERVICES

BYTERIAN CHURCH—Revd. W. M. sser, B. Sc., Pastor. Services every nday, 11 a. m. and 7 p. m. Sunday hool, 2.30 p. m. Prayer services Wed- y evening at 7.30.

HODIST CHURCH—Revd. R. W. Weddall A., Pastor. Services on Sunday at 11 m. and 7 p. m. Sunday School 12.00. Prayer service, Friday evening at 30.

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

SAINTS CHURCH—Revd. Geo. H. Ellott, B. A., Rector. Services Holy Communion Sundays 8.00 a. m., 1st unday at 11 a. m. Morning Prayer nd Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sun- ays at 7.00 p. m. Fridays, Evening Prayer Service 7.30.

PTIST CHURCH—Rev. William Amos, Pastor. Services on Sunday at 11 a. m. nd 7 p. m., Sunday School after the morning service. Prayer Service, Wed- nesday 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.

ST. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster.

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

Money Orders and Savings Bank Busi- ss transacted during open hours.

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

Post Cards one cent each to any address Canada, United States and Mexico. ne cent post cards must have a one-cent War Stamp" affixed, or a two-cent card n 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- ress in Canada, United States and Mexico, one cent per four ounces.

ARRIVES: 12.20 p. m. CLOSES: 5.05 p. m.

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

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.

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 10, 1917 — NO. 33

WRITTEN AT AN INN

TO thee, fair Freedom I retire
From flattery, feasting, dice and din;
Nor art thou found in domes much higher
Than the lone cot or humble Inn.

'Tis here with boundless power I reign,
And every health which I begin,
Converts dull port to bright champagne;
For Freedom crowns it, at an Inn.

I fly from pomp, I fly from plate,
I fly from falsehood's specious grin;
Freedom I love, and form I hate,
And choose my lodgings at an Inn.

Here, waiter! take my sordid ore,
Which lacqueys else might hope to win;
It buys what Courts have not in store,
It buys me Freedom, at an Inn.

And now once more I shape my way
Through rain or shine, through thick or thin,
Secure to meet, at close of day,
With kind reception, at an Inn.

Whoe'er has travell'd life's dull round,
Where'er his stages may have been,
May sigh to think how oft he found
The warmest welcome—at an Inn.

WILLIAM SHENSTONE.

(Born 1714: died February 11, 1763.)

VALENTINE'S DAY

HAIL, to thy returning festival, old Bishop Valentine! Great is thy name in the rubric, thou venerable Archflamen of Hymen! Immortal Go-between! who and what manner of person art thou? Art thou but a *name*, typifying the restless principle which impels poor humans to seek perfection in union? or wert thou indeed a mortal prelate, with thy tippet and thy rochet, thy apron on, and decent lawn sleeves? Mysterious personage! like unto these, assuredly, there is no other mitred father in the calendar; not Jerome, nor Ambrose, nor Cyril; nor the consigner of undipt infants to eternal torments, Austin, whom all mothers hate; nor he who haled all mothers, Origen; nor Bishop Bull, nor Archbishop Parker, nor Whitgift. Thou comest attended with thousands and ten thousands of Loves, and the air is

Brush'd with the hiss of rustling wings.

Singing Cupids are choristers and thy precentors; and instead of the crosier, the mystical arrow is borne before thee.

In other words, this is the day on which those charming little missives, ycleped Valentines, cross and intercross each other at every street and turning. The weary and all for-spent twopenny postman sinks beneath a load of delicate embarrassment, not hisown. It is scarcely credible to what an extent this ephemeral courtship is carried on in this loving town, to the great enrichment of porters, and detriment of knockers and bell-wires. In these little visual interpretations, no emblem is so common as the *heart*,—that little three-cornered exponent of all our hopes and fears,—the bestuck and bleeding heart; it is twisted and tortured into more allegories and affectations than an opera hat. What authority we have in history or mythology for placing the head-quarters and metropolis of God Cupid in this anatomical seat rather than in any other, is not very clear; but we have got it, and it will serve as well as any other. Else we might easily imagine, upon some other system which might have prevailed for anything which our pathology knows to the contrary, a lover addressing his mistress, in perfect simplicity of feeling,—"Madam, my *liver* and fortune are entirely at your disposal;" or putting a delicate question, "Amanda, have you a *midriff* to bestow?" But custom has settled these things, and awarded the seat of sentiment to the aforesaid triangle, while its less fortunate neighbours wait at animal and anatomical distance.

Not many sounds in life, and I include all urban and all rural sounds, exceed in interest a *knock at the door*. It "gives a very echo to the throne where Hope is seated." But its issues seldom answer to this oracle within. It is so seldom that just the person we want to see comes. But of all the clamorous visitations the welcomest in expectation is the sound that ushers in, or seems to usher in, a Valentine. As the raven himself was hoarse that announced the fatal entrance of Duncan, so the knock of the postman on this day is light, airy, confident, and befitting one that bringeth good tidings. It is less mechanical than on other days; you will say, "That is not the post I am sure." Visions of Love, of Cupids, of Hymens!—delightful, eternal, commonplaces, which, having been will always be; which no school-boy nor school-man can write away; having your irreversible throne in the fancy and affections—what are your transports when the happy maiden, opening with careful finger, careful not to break the emblematic seal, bursts upon the sight of some well-designed allegory, some type, some youthful fancy, not without verses

Lovers all,
A madrigal,

or some such device, not over-abundant in sense—young Love disclaims it, and not quite silly something between wind and water, a chorus where the sheep might almost join the shepherd, as they did, or as I apprehend they did, in Arcadia.

All Valentines are not foolish; and I shall not easily forget thine, my kind friend (if I may have leave to call you so) E. B.—E. B. lived opposite a young maiden, whom he had often seen, unseen, from his parlor window in C—e-street. She was all joyousness and innocence, and just of an age to enjoy receiving a Valentine, and just of a temper to bear the disappointment of missing one with good humour. E. B. is an artist of no common powers; in the fancy parts of designing, perhaps, inferior to none: his name is known at the bottom of many a well-executed vignette in the way of his profession, but no furth r; for E. B. is modest, and the world meets nobody halfway. E. B. meditated how he could repay this young maiden for many a favor which she had done him unknown; for when a kindly face greets us, though but passing by, and never knows us again, nor we it, we should feel it as an obligation; and E. B. did. This good artist set himself at work to please the damsel. It was just before Valentine's day three years since. He wrought, unseen and unsuspected, a wondrous work. We need not say it was on the finest gilt paper with borders—full, not of common hearts or heartless allegory, but all the prettiest stories of love from Ovid, and older poets than Ovid (for E. B. is a scholar). There was Pyramus and Thisbe, and be sure Dido was not forgot, nor Hero and Leander, and swans more than sang in Cayster, with mottos and fanciful devices, such as besseemed—a work in short of magic. Iris dipt the woof. This on Valentine's eve he commended to the all-swallowing indiscriminate orifice—(O ignoble trust!)—of the common post; but the humble medium did its duty, and from his watchful stand, the next morning, he saw the cheerful messenger knock, and by and by the precious charge delived. He saw, unseen, the happy girl unfold the Valentine, dance about, clap her hands, as one after one the pretty emblems unfolded themselves. She danced about, not with light love, or foolish expectations, for she had no lover; or, if she had, none she knew that could have created those bright images which delighted her. It was more like some fairy present; a Godsend, as our familiarly pious ancestors termed a benefit received where the benefactor was unknown it would do her no harm. It would do her good for ever after. It is good to love the unknown. I only give this as a specimen of E. B., and his modest way of doing a concealed kindness.

Good-morrow to my Valentine, sings poor Ophelia; and no better wish, but with better auspices, we wish to all faithful lovers, who are not too wise to despise old legends, but are content to rank themselves humble diocesans of old Bishop Valentine and his true church.—From "Essays of Elia," by CHARLES LAMB. (Born February 10, 1775; died December 27, 1834.)

BARON TRENCK

THE career of this extraordinary man presents several remarkable instances of the fatal influence of vanity and ungovernable passion upon a life which, at the outset, was brilliant with good fortune.

Born February 16, 1726, of parents belonging to the most ancient and wealthy houses in East Prussia, the young Baron distinguished himself in his thirteenth year, at his University; one year later he wounded and disarmed in a duel one of the most celebrated swordsmen of Königsberg; and in his sixteenth year, Frederick (afterwards the Great) appointed him a cadet, and soon afterwards the King gave him a cornetcy in his body-guard, then the most splendid and gallant regiment in Europe. Trenck was a great favourite at Court; but about two years afterwards an imprudent attachment was formed between him and the Princess Amelie, which had a fatal influence upon his fortunes. During the war between Prussia and Austria, Trenck, being detected in a correspondence with the enemy, was sent prisoner to the fortification of Glatz. It was at the same time ascertained that large sums of money had been remitted to him by the princess. From that time must be dated Frederick's intense and obdurate hatred of Trenck. Making his escape by bribery, he went to Russia, where he was appointed captain of a troop of hussars: he was in high favour with the empress, and acquired considerable wealth through the legacy of a Russian princess; but the Prussian ambassador left nothing undone to injure him, in accordance, as he pretended, with instructions from the King, his master. In 1748, Trenck returned to Prussia, to visit his family, and at Dantzic he was arrested by a party of hussars, and taken prisoner to Berlin: he was at first treated well, but his intemperate conduct led to his being sent to Magdeburg, and confined in a cell underground, and almost without light: his sufferings may be read in his own memoirs. After two soldiers had suffered death for conniving at his attempts to escape, and other plots were discovered, a prison was built on purpose for him, in which he was chained to the walls with fetters of fifty-six pounds weight. Here he remained eight years, when Frederick consented to his release upon condition of his leaving the kingdom. He went first to Vienna, where he was again arrested on account of his violent language against Frederick; but he was soon set free, and advised to retire. He settled at Aix-la-Chapelle, married, and commenced business as a wine-merchant, but did not prosper, and became bankrupt. He next wrote articles of a democratic tendency for several periodical publications; and in 1787, after the death of Frederick the Great, he published his memoirs, for the copyright of which he received a very large sum. The work was translated into almost all the European languages; the the ladies at Paris, Berlin, and Vienna, wore rings, necklaces, bonnets, and dresses *à la Trenck*, and he was made the hero of seven pieces on the French stage. He subsequently commenced a weekly journal at Aix-la Chapelle, under the title of *L'Ami des Hommes*, in which he advocated the new French doctrines. In 1792, he went to Paris, joined a Jacobin club, and was afterwards a zealous adherent of the Mountain party, which, nevertheless, betrayed and accused him, and he was thrown into prison. He would, however, have escaped by the fall of Robespierre, had it not been for his restlessness. 'He was,' said Du Roure, 'the greatest liar I ever knew. To that, his favourite propensity, he owned his fate. Our hope of escape in the prison was to remain unnoticed by the goaler, and wait events. Upon the least complaint, the order from the authorities was *à la mort*, sometimes without the ceremony of a trial. The prisoners were numerous, and for some days a rumour had been circulated among them, and continually kept up, as if with fresh information, that the Prussians were marching upon Paris, carrying all before them. We knew of nothing certain that went on outside the prison walls, and were not without hopes that this intelligence was correct. Still, we were puzzled to discover how such information could be promulgated amongst us, as it thus was, early every morning, with some new addition. This prevalent topic of conversation, it seems, had, with its daily additions, reached the ears of the goaler, who caused the gates of the prison to be closed to ingress or egress until the day was far advanced, in order to try whether any fresh news thus circulated came from without, or was concocted within the walls. Trenck that morning circulated some additional particulars about the Prussians' vicinity to Paris, which were traced to him through those to whom he had communicated them, with the addition, that his information was certain, for he had just received it, which was impossible. He was thus caught in circulating false rumours, complained of by the goaler, and lost his head by the guillotine, near the Barrière du Trône, on the 26th of July 1794. On the scaffold, and in his sixty-ninth year, he gave proof of his ungovernable passions. He harangued the crowd, and when his head was on the block, his vehemence was such, that the executioner had to hold him by his silver locks to meet the fatal stroke. He was buried, with the other victims of that sanguinary period, in a spot of ground not more than thirty feet square, in the corner of the garden of the canonesses of St. Augustine, near the ancient village of Picpus, now inclosed in the Faubourg Antoine.'

Baron Trenck was a man of considerable literary talents, and was fully as familiar with English as with French literature. In person he was stout and thick-set, his countenance by no means prepossessing, from a disease which had disfigured it; and he was slovenly in his dress.—*Chambers' Book of Days.*

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. 3, is as follows:

St. John County—	
165th Battalion	2
236th Battalion	4
257th Railway Construction Battalion	50
Canadian Engineers	12
C. A. S. C.	9
9th Siege Battery	2
8th Field Ambulance Train	1
Machine Gun Draft	4
Div. Amm. Column	1
R. G. N. V. R.	2
Home Service	2
	— 89
Restigouche County—	
165th Battalion	2
257th Battalion	6
9th Siege Battery	1
Home Service	2
	— 11
Westmorland County	
Div. Amm. Column	7
Canadian Engineers	2
257th Battalion	1
65th Battery	1
	— 11
York County—	
236th Battalion	1
257th Battalion	4
Div. Amm. Column	1
R. C. N. V. R.	1
	— 7
Kings County—	
257th Battalion	4
8th Field Ambulance Train	1
	— 5
Carleton County—	
236th Battalion	2
Div. Amm. Column	1
	— 3
Charlotte County—	
257th Battalion	1
Machine Gun Draft	1
	— 2
Northumberland County—	
65th Field Battery	1
	— 1
Kent County—	
165th Battalion	1
	— 1
Albert County	0
Victoria County	0
Gloucester County	0
Madawaska County	0
Queens and Sunbury Counties	0
Total for week	139

TO CONNECT WITH N. B. RAILWAYS

Augusta, Me., Feb. 1.—Rep. Wilson, of Portland, in the House, Thursday, presented an act to authorize the Maine Central Railroad Company to build a branch line of railroad from Bancroft to the eastern boundary of the state. The act authorizes the Maine Central Railroad Company to build a branch line of railroad from some point in the line of the European & North American Railway, Maine Central Railroad Company, lessee, in the town of Bancroft, running in a general northerly or northeasterly direction through the towns of Bancroft, Haynesville, Weston and Orient or any of them, all being in the County of Aroostook, to the easterly boundary line of the State of Maine, to connect with the railroad to be built by the Government Railways of Canada, will make a short and direct route from the territory served by the 2,500 miles of Canadian Government Railways in the Provinces of New Brunswick, Nova Scotia and Prince Edward Island into New England and will facilitate the exchange of commodities between this entire territory and New England.

This proposed route will be much shorter and easier to operate than any route now available and will have from the start as assured business sufficient to fully warrant its construction.

The question of just how the Canadian Government Railways should effect an entrance into New England, has been under consideration a year or two with the result that this proposed route has been decided upon as altogether the most feasible and desirable. The business coming over this route will be just so much new business for Maine and its railroads now coming into New England by a route running around the State of Maine up through to Sherbrooke and thence to Boston.—*St. John Globe.*

Minard's Liniment Cures Garget in Cows

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.

Experienced men from 18 to 45, and boys from 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

—South Africa is ringing with the stirring story of how 25 of General Northey's Rhodesian column in German East Africa kept at bay and dispersed 250 German and native troops. The Springboks fought from 10 in the morning until 6 o'clock at night with a loss of only five killed. A volley checked a rush by the Askaris who, in a state of panic, retired with 85 casualties. The defenders had only two cartridges left, says the Exchange Telegraph Company.

—Mr. James Mackenzie, general secretary of the Scottish National Council of the Y. M. C. A., estimates that since the outbreak of war to the end of October, 1916, soldiers have used 360,000,000 sheets of notepaper provided by the Y. M. C. A.

—Fifty sons of members of the Canadian House of Commons and Senate are serving the Empire in the Army or Navy. Fifteen members sent two sons and one three sons to the front.

—Mr. W. B. Lutke, the Wittesden England, magistrate, expressed surprise that strong healthy boys should be wasting their time acting as golf caddies at the present crisis. Six boys, all 16 or 17 years of age, were fined for theft, and the magistrate advised them to get some honest employment, and let the golfers carry their own golf sticks.

—The death is announced, in her 102nd year of Miss Nancy Baillie, who had lived in Norwich, England, for 96 years, lately at the residence of her nephew, Mr. John Quinton, librarian of the Norfolk and Norwich Library. Miss Baillie was the daughter of Mr. John Baillie, of London, who was born in 1771. He was first cousin to Dr. Matthew Baillie (a physician to Queen Caroline) and to Joanna Baillie, the poet.

—Since the beginning of the war the number of liquor stores and wineshops in Italy has decreased by 14,842.

—Mr. J. S. Flett, in a recent lecture at the hall of the Royal Society of Arts, London, said there was only one country in Europe which could compete with Great Britian in coal resources, and that was Germany. Every other country had smaller reserves of coal than we had. Great Britian's unworked resources were estimated at 100,000 millions of pounds. The Kent coalfield would have almost as long a life as any other coalfield, and was destined to become one of the most important coalfields in England in the by no means distant future.

—Washington, Feb. 5.—The Senate late to-day, by a vote of 62 to 19, repassed the immigration bill over the veto of the President, despite a warning from the State Department that the Asiatic exclusion section might result in disturbing amicable relations with Japan.

The measure, containing the literacy test, fought over for twenty years, and vetoed by three Presidents, now becomes a law.

—Wellington, N. Z., Feb. 5.—Seven survivors of the Shackleton Antarctic expedition who were stranded on Elephant Island have been rescued by the relief steamer *Aurora*, which arrived at Cape Evans on January 10 with them on board. Captain Mackintosh and two other men of the stranded party perished.

BELCHER'S ALMANAC

This annual publication, coming to greet us at the threshold of 1917, has won for itself not only the respect due to old age, but the confidence inspired by its accuracy of information, and valuable modern data indispensable alike to business and social life. This is a book to be profitably consulted for banking or barristers, courts or colleges, education or excise, fisheries or forestry, governments or game laws, lighthouses or lobsters, marriage or mariners, post offices or provincial offices, sheriffs or synods, tides or tariffs, weather or weights. All this and infinitely more, besides the outstanding feature of this calendar itself, alone worth the price of the book. The weather forecast is a splendid peculiarity of this Almanac, which has the well-earned reputation for reliability. Even yet the half of its contents has not been told No wonder it is so popular with advertisers, as a glance at its pages will show. This book is published by the Royal Print & Litho Ltd., Halifax, and is on sale at all book stores.

"Now, Willie, where was your father last night? Come, you must tell me the truth. Willie—"I guess not, mother. You can't punish me as hard as he can."—*Life.*

News of the Sea

—London, Jan. 31—Lloyd's has added to the list of ships sunk the name of the Spanish steamer *Puntateno.*

—New York, Jan. 31—The Norwegian steamship *Bowden*, which went aground on Barnegat Shoals on Monday night, was floated early this morning by wrecking tugs. The vessel was on her way here from Matanzas and St. Jago, Cuba.

—Paris, Jan. 31—Official announcement was made here to-night that the transport *Amiral Magen*, which was taking 950 soldiers to Salonika escorted by the destroyer *Arc*, was torpedoed by a submarine on January 25. Of those on board 809 were saved.

A statement from the German admiralty on Monday said that on January 25, a German submarine at a point about 250 miles east of Malta sank an armed hostile transport steamer which was proceeding eastward, convoyed by a French torpedo boat. The steamship, which was filled with troops, was said to have gone down in ten minutes.

—London, Feb. 1—Lloyd's announces that the Dutch steamer *Epsilon*, 3,211 tons, has been sunk. The crew was landed.

—London, Feb. 1—The British steamer *Artist*, a vessel of 3,570 tons gross, was torpedoed on Saturday last. Sixteen men were picked up three days later in an open boat far from land and in weather of such severity that seven of the original 23 in the boat had died of wounds and exposure.

—London, Feb. 1—The sinking of nine vessels, causing the death of eight men and the injury of one, was announced by Lloyd's.

The announcement, as posted at the shipping agency, says:

"British steamer *Trevean*, 3,081 tons gross, and the Belgian steamer *Euphrates*, 2,809 tons gross, sunk.

"Steamer *Dundee*, of Hamilton, Ont., 2,278 tons gross, submarined; one man killed and one injured. Tug *Ida* sunk, presumably by striking a mine while towing barges. Five men lost.

"Two trawlers and three smacks sunk, with the loss of two men."

—London, Feb. 2—Official information received concerning the sinking of the steamer *Euphrates* show that the probable first victim of the new submarine policy of the Central Powers was a Belgian relief ship. The *Euphrates* had carried a large cargo of relief supplies from the United States, and was homeward bound in ballast when she was torpedoed. Several members of the crew have been rescued, and have reached an outlying port.

The sinking of the Belgian steamer *Euphrates* of 2,000 tons gross, was announced by Lloyd's shipping agency on February 1.

The sinking of the following steamships also was announced to-day by Lloyd's;

Essonite, British, 589 tons gross. *Algorta*, Spanish, 2116 tons gross. *Violet*, British, trawler, *Marcelle*; Belgian, trawler, sunk by gunfire, crew landed.

The Norwegian steamer *Jerv*, of 1,112 tons gross, has been blown up, according to a late announcement to-night by Lloyd's. One member of the crew was lost, and the others were landed.

Madrid, Feb. 2 The Spanish steamer *Algorta* has been torpedoed. Twelve members of the crew were saved.

—London, Feb. 2—The Norwegian steamer *Portia*, of 1,127 tons gross, has been sunk, Lloyd's shipping agency announces. The crew was landed.

The Russian steamer *Egrat*, 2,599 tons net, struck a mine, January 28, and is a total loss, the agency reports.

—London, Feb. 3—The steamer *Ravensbourne* has been sunk, Lloyd's announces. The members of the crew of this steamer were lost, the announcement states.

The Norwegian steamer *Heckla*, of 524 tons, is reported sunk, says another Lloyd's announcement.

The *Ravensbourne* is not listed in available shipping records.

—Dijon, Feb. 3,—The Greek steamer *Helicott* has been torpedoed by a submarine, Liseboats containing the crew of the vessel arrived here to-day.

—Newport News, Va., Feb. 3—A coastguard cutter has gone alongside the German prize ship *Appom* and it is thought the German prize crew will be taken off immediately. Two torpedo boat destroyers joined the superdreadnought *Arkansas* off the Virginia Capes on emergency duty.

—Petrograd, Feb. 3—An explosion occured on board the ice breaker *Tschelioustine* while the vessel was unloading at Archangel. It is feared that about thirty persons lost their lives. Three hundred and forty-four persons were injured, 59 of them severely.

—London, Feb. 3—Ten members of the crew of the British steamer *Essonite*, previously reported sunk, were drowned, Lloyd's Shipping Agency announced today. The captain and two men of the crew have been landed.

The Dutch steamer *Gamma*, of 2,198 tons, is reported sunk, the shipping agency also announces.

The sinking of thd *Essonite* was announced by Lloyd's on Feb. 2

—London, Feb. 4.—Lloyd's reports the sinking of the Norwegian steamer *Ymer*, 1,123 tons gross, by a submarine. Part of the crew was landed.

—London, Feb. 4.—The sinking of the Spanish steamer *Dos De Noviembrie* is reported in a Reuter dispatch from Madrid. One man was drowned.

—Washington, Feb. 4.—War bound German crews at Philippines ports have attempted to disable some of their ships and appropriate steps have been taken by the Island authorities.

—Paris, Feb. 4.—The Spanish steamer *Pairra, en route* for Vigo with a cargo of cement, was bombarded by a German submarine. The vessel was badly damaged and one sailor was wounded.

—Honolulu, Feb. 4.—The interned German gunboat *Geier* is burning in the harbor here. She was set on fire by her crew, according to the local authorities.

The *Geier*, of 1,604 tons, was interned here shortly after the war began. She was built at Wilhelmshaven in 1894.

—London, Feb. 4.—The American steamer *Housatonic* has been sunk by a German submarine near the Scilly Islands, it is believed.

The *Housatonic* sailed from Galveston, Texas, on January 6 and from Newport News on January 16 for London. She formerly was the Hamburg-American Line steamer *Georgeia* and American registry was granted to her in April, 1915. Prior to that time she had been laid up at New Orleans since the beginning of the war. It was then announced that the vessel had been bought on March 29 for $85,000 by the Housatonic Steamship Company, of which Edward F. Geer, of New York, was president. The *Housatonic* was 3,143 tons gross, and was built in Glasgow in 1890. She was 238 feet long, 40 feet wide and 20 feet deep.

She carried 144,200 bushels of wheat from Galveston.

—London, Feb. 5.—The British steamer *Isle of Arran*, of 313 tons, has been sunk by a submarine, two of her crew being injured by shell fire, Lloyd's shipping agency announced to-day.

The British steamer *Eavestone*, of 1,791 tons, also has been sunk and the captain and four members of the crew killed, says another Agency announcement.

It is officially announced that Richard Wallace, an American seaman belonging at Baltimore, was killed in the shelling of the boats which left the sinking steamer *Eavestone*.

The statement says:

"That the survivors of the *Eavestone* who were landed to-day report that their ship was sunk by shell fire from a German submarine, that the crew abandoned the sinking vessel and that the submarine then shelled the boats in which they took refuge, killing the captain and three seamen and severely wounding the second mate. Among the killed was Richard Wallace, of Baltimore."

—London, Feb. 5.—The Belgian relief steamer *Lars Kruse*, of 1,460 tons, and under Danish register, was sunk by a torpedo or a mine near the Belgian coast to-day. The vessel carried a cargo of wheat from Buenos Aires.

—London, Feb. 5.—The British steamer *Hurstwood*, 1,229 tons, was torpedoed without warning at noon to-day. Three men were killed by the explosion, and three seriously injured, two of whom died after the crew was landed.

—London, Feb. 6—The British sailing vessel *Belfort*, 1,906 tons gross has been sunk, Lloyd's shipping agency announced to-day.

Lloyd's also announces that the Norwegian bark *Tamara*, of 453 tons, is believed to have been sunk.

The *Tamara* sailed from Black River, Jamaica, on December 6, for Fleetwood, according to marine reports.

—Brest, Feb. 6—The captain and twelve men of the Spanish steamer *Algerta*, which was sunk by a submarine, have been landed here by a steam trawler. They were adrift for forty-six hours before being rescued, and two sailors, Bartholme Paregan and Jose Urvos, died as a result of their privations soon after being taken aboard the trawler.

The other refugees had their hands and feet frozen and are in the seamen's hospital. Several of them in a grave condition.

—London, Feb. 6—Lloyd's reports that the British steamer *Port Adelaide*, carrying passengers, has been sunk. Ninety-six of the passengers and crew have been picked up at sea. The captain of the *Port Adelaide* was captured.

The Russian steamer *Ceres*, of 3,512 tons gross, is believed to have been sunk, Lloyd's also reports.

The *Port Adelaide* was a steamer of 8,181 tons gross, built in 1911, and owned by the Commonwealth and Dominion Line. The last report on her movements was on November 12 last, when she left Port Natal for Dakar.

—London, Feb. 6.—Lloyd's also announced the sinking of the British steamship *Floridian*, of 4,777 tons gross. Sixteen members of the crew were landed.

The *Floridian* was built at Sunderland in 1913 and was owned by F. Leyland & Company Limited, of Liverpool. She was 385 feet long and had a beam of 51 feet.

Minard's Liniment Cures Distemper.

For Automobiles
For Motor Boats
For Lighting
For Telephones
For Alarms

"Black Cat" AND "Columbia" DRY Batteries
STAND FOR HIGHEST EFFICIENCY

You'll make no mistake in selecting either of these Batteries which, for High Power and Long Satisfactory Service, have stood the test of time, and are ruling favorites wherever Batteries are used.

W. H. THORNE & CO., LTD.
HARDWARE, ST. JOHN, N. B.

KENNEDY'S HOTEL
St. Andrews, N. B.
A. KENNEDY & SON, PROPRIETORS
Beautifully Situated on Water Front. Near Trains and Steamboats. All Rooms Steam Heated and supplied with Hot and Cold Running Water.
RATES—$2.00 to $2.50 per day. Special rates by the week.

THE ROYAL HOTEL
ST. JOHN, N. B.
THE RAYMOND & DOHERTY CO., LTD.
200 Rooms, 75 with Private Bath. Elevator and All Modern Conveniences. Rate, American Plan, $3.50 a Day Room and Private Bath $1.00 Extra
H. A. DOHERTY & T. K. RAYMOND, MANAGERS

YOU are requested to come and inspect our stock, and if you do not see something nice—well.

But come in anyway and if you should not see anything you like we will let you out again.

A Calendar With Each Purchase.

R. D. ROSS & CO.
ST. STEPHEN, N. B. NEAR POST OFFICE

TRY PAYNE'S "THE OVERLAND"
THE NEW TEN CENT CIGAR FOR FIVE CENTS

Stinson & Hanson's Mid-Winter Sale

From January 22 Till February 24

It's the one big bargain event of the season. If a real saving event is of interest to you read the following:

Men's and Boys' Raincoats
The Season's Smartest Style

Regular $15.00	Sale Price $12.00
" 13.00	" " 10.25
" 11.00	" " 9.00
" 10.00	" " 7.75
" 9.00	" " 7.00
" 8.00	" " 6.20

Men's Ulsters and Overcoats

Regular $24.00	Sale Price $19.00
" 16.00	" " 12.50
" 13.00	" " 10.25
" 10.00	" " 8.00

Men's Shirts

Regular $1.60	Sale Price $1.25
" 1.50	" " 1.20
" 1.25	" " 1.00
" 1.00	" " .80

Men's and Boys' Ready-to-Wear Pants

Regular $4.50	Sale Price $3.50
" 4.00	" " 3.15
" 3.75	" " 3.00
" 3.50	" " 2.85
" 3.00	" " 2.40
" 2.75	" " 2.20
" 2.50	" " 2.00
" 1.75	" " 1.40

Men's and Boys' Sweater Coats
All New Stock

Regular $5.50	Sale Price $4.25
" 5.00	" " 4.00
" 4.50	" " 3.60
" 4.35	" " 3.45
" 4.00	" " 3.15
" 3.50	" " 2.80
" 3.35	" " 2.65
" 1.75	" " 1.40

Men's Caps

Regular $1.35	Sale Price $1.05
" 1.25	" " .95
" 1.00	" " .75
" .75	" " .55

Men's and Boys' Woollen Underwear

Regular $2.40	Sale Price $1.90
" 2.00	" " 1.60
" 1.75	" " 1.40
" 1.25	" " 1.00

Special bargains in odd lots

Hard and Soft Hats

Regular $2.50	Sale Price $1.75
" 2.00	" " 1.50

Special bargains @ .75

10% Discount on Shoes, Overshoes, Gum Rubbers, and Custom-Made Clothing.

SAINT ANDREWS, NEW BRUNSWICK