TRAVEL

d Manan S. S. Company

e S. S. "Grand Manan" is under-er annual repairs service will be d by auxiliary schooners as follows: mencing May 7th, "Harvey and " leaves Grand Manan Mondays, sdays and Fridays, 7.30 a. m. with or St. Andrews via Campobello and k; returning leave St. Andrews rrival noon train on Tuesdays, days and Saturdays for Grand via Eastport and Campobello. liary frieght schooner "Snow-n " leaves Grand Manan Mondays for St. John direct, loading freight mpobello and Grand Manan; leaves hn Wednesday 7 a. m. for Grand via Wilson's Beach and Campo-

ntic Standard Time.

SCOTT D. GUPTILL, Manager.

TIME STEAMSHIP CO., LTD.

il further notice the S. S. "Connors " will run as follows: Leave Saint N. B., Thorne Wharf and Ware-ng Company, Ltd., on Saturday, 7.30 daylight time, for St. Andrews, N. B., g at Dipper Harbor, Beaver Harbor, 's Harbor, Back Bay or Letite, Deer d, Red Store or St. George. Return-eave St. Andrews, N. B., Tuesday for hn, N B., calling at Letite or Back Black's Harbor, Beaver Harbor and r Harbor. Weather and tide per-ng.

ent—Thorne Wharf and Warehous-o., Ltd., 'Phone, 2581. Mgr., Lewis ors.

is company will not be responsible ny debts contracted after this date but a written order from the company aptain of the steamer.

CHURCH SERVICES

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

THODIST CHURCH—Revd. R. W. Weddal 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 Meahan, D. D. Pastor. Services Sun-ay at 8.00 a. m., 10.30 a. m. and 7.30 m.

SAINTS CHURCH—Revd. Geo. L. Elliott, 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. and 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-ess transacted during open hours.

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

Post Cards one cent each to any address n Canada, United States and Mexico One cent post cards must have a one-cent War Stamp" affixed, or a two-cent card an be used. Post cards two cents each o other countries. The two-cent cards o *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.

Adve tise 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, MAY 26, 1917 — NO. 48

PRO PATRIA MORI

WHEN he who adores thee has left but the name
Of his fault and his sorrows behind,
O! say wilt thou weep, when they darken the fame
Of a life that for thee was resign'd!
Yes, weep, and however my foes may condemn,
Thy tears shall efface their decree;
For, Heaven can witness, though guilty to them,
I have been but too faithful to thee.

With thee were the dreams of my earliest love,
Every thought of my reason was thine:
In my last humble prayer to the Spirit above
Thy name shall be mingled with mine!
O! blest are the lovers and friends who shall live
The days of thy glory to see;
But the next dearest blessing that Heaven can give
Is the pride of thus dying for thee.

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

THE BARQUE "PERTHSHIRE"

IN the year 1863—a memorable year for the British merchant sailor, as you may know by looking at the date of that voluminous Act of Parliament which concerns us—I had command of a clipper ship, named the *Desdemona*. We were bound for Calcutta with a general cargo, and the incident I am about to relate happened in the Indian Ocean. We had accommodation for six passengers, but only shipped two, one being an old yellow-faced planter, the biggest grumbler who ever stepped on board a vessel, a surly, long-faced swab, with gaunt cheek-bones standing up under his eyes, and the eyes themselves sunk so deep that it was wonderful he was able to see anything with them except the objects that stood plump in front of him. He had found a cheap berth in our ship, cheap, that is, in comparison with the cost of a passage to India in those days in one of the regular liners. Yet he expected as much as if ours had been a Company's ship, full of cooks, and bakers, and stewards, and aswarm with live stock. The other passenger was a young man named Simmonds, a pleasant fellow, full of amusing stories, willing to lend a hand anywhere, and to make the best of whatever happened. Mr. Simmonds had been at sea for a short time, and then knocked off, and tried his hand at something ashore, which failing, he succeeded in obtaining some post out in India—what it was I cannot remember after all these years, nor does it matter. An uncle of his had commanded a fine Indiaman, and had been lost in her. He also told me that a brother of his was chief mate of a vessel named the *Perthshire*; a little barque, he said she was, hailing from some Scotch port, and at that time making the passage to Rangoon, as he believed, she having left the Clyde two weeks or so before the *Desdemona* sailed. Thus, to an extent, his sympathies were with the sea, and this helped me and my officers, I have no doubt, to find him the jolly good fellow we thought him.

There was no fault to be found with my little vessel. I had had charge of ships before, but this was my first experience of the *Desdemona*. She had more beam than a sailor of a later day than mine would dream of associating with the word clipper, yet the stability that her breadth between bulwarks gave her, furnished her with heels that a slimmer ship could only have rivalled under certain conditions of weather. I have been carrying a mainroyal when on a bow line, and passed vessels half as big again, bowed down to their covering boards by a maintop-gallantsail and single-reefed topsail. We had the old-fashioned channels, but though she was pretty deep, 'twas rare for the old *Desdemona* to drag them. With her painted ports, black and somewhat heavy tops and short royal mast heads, she had the look of one of the old-fashioned corvettes, and I remember two vessels in one week "dipping" to us under some confused impression, I suppose, that we were a man-of-war, though I don't know, I am sure, in what part of us aloft they could have searched for the coachwhip. The crew seemed a tidy body of men, all of them Europeans, and most of them Englishmen. They did their work with the average smartness you can get out of merchant seamen who have never been taught to skip. And so, sir, we sailed along until we entered the Indian Ocean, and arrived at that part of it where the extraordinary circumstance I am about to relate to you happened.

There had been a fresh breeze blowing all night, but it failed before daybreak, and when the sun rose there was scarcely enough of it to keep the light sails full. It was a brilliant, splendid morning, the sun coming up into a cloudless sky, and the sea drew to the ship out from the southward in a soft heaving, with nothing but flashing glory over the starboard cathead, and the horizon running out of it into the westwards in a circle that was like crystal against the blue there. The watch were washing down when I came on deck. There was a fellow going aloft forward on some job the mate had set him to. I took a look around, but saw nothing. Presently the man who was up in the foretopmast crosstrees, or higher, hailed the deck and reported a white object in sight two or three points on the lee bow. I crossed the deck to have a look, and seeing nothing, fetched the glass and levelled it in the direction the man had indicated. Nothing appearing in the lens, I handed the telescope to the mate and asked him to mount a few ratlines and see if he could make out what the object was. I watched him working his way and pointing the glass as he went to half the height of the lower shrouds, when he suddenly stopped, and, after taking a prolonged squint, he called to me that the object was a ship's boat apparently, but whether with occupants or not he could't tell. I told the man at the wheel to keep the ship away, and Mr. Simmonds then coming on deck, I joined him in a walk, and this went on till breakfast time, at which hour the boat, if it was a boat, was sheer on the horizon, just visible from the deck. The man who had sighted her must have had wonderful eyes, but no doubt it was the boat's sail shining in the sun that had caught his sight; yet when I looked at her through the glass before going below to breakfast the sail had been lowered, whereupon I gathered that there must be living beings in her, and I presumed, of course, by her dropping her sail, that she meant to wait for us to pick her up.

When I came on deck I found that the boat was almost right over the bows. I looked at the compass, and observed that the ship had been brought very nearly to her course again.

I don't quite make out that boat's manœuvrings," said the second mate to me; "I've been watching her whilst you were below' sir, and the whole while the people in her have been rowing with a steady stroke dead to wind'ard.

I picked up the glass, and found it to be as the second mate had said. The boat in the lens was clear enough, and the regular flashing and fading of sparks of light against her side showed the movement of oars. I could not imagine why she should want to get to windward of us, seeing that by her remaining where we had first sighted her she would be very easily picked up. They kept crawling steadily into the wind, and I, bent on finding out what her meaning might be, luffed the ship till the yards were braced sharp up. This found her again dead ahead. She was then about a mile and a half distant. The men in her were distinctly visible now. I counted eight. They mustered five oars, and kept them going. A sixth man steered, a seventh crouched in the bows, and the eighth stood up against the mast watching us under the sharp of his hand. The draught was so light, and their boat sneaked along so nimbly, that to fetch her we should have needed to go about, perhaps only to lose her after several boards; but shortly after the five bells in the morning watch the wind puffed up about east-south-east, which enabled us to haul in upon the weather braces, and head dead for the boat. I watched her narrowly, and observed that so soon as the wind shifted, and they saw that we were heading for them, they threw in their oars and waited for us to come. We drove slowly along, and were presently close to them.

She was a ship's boat, apparently a long-boat. I brought the ship to the wind when she was within hail, and sung out to know what they were doing adrift there, and if they wanted us to receive them aboard. The fellow I had noticed standing up against the mast watching us under his hand seemed to be in charge, and at all events was spokesman. He was a young man of about thirty, with a burnt face, but fair, dressed in good clothes, and on the whole a comely, well-looking young fellow. The others had the appearance, most of them at all events, of being foreigners. They were swarthy and black-bearded, dressed in the wild clothes of the merchantman's forecastle, one or two of them with earrings, all of them with knives in their belts. The boat seemed deeper than the mere weight of the men should have made her, but it was impossible to see what she was stocked with.

On my hailing her, as I have told you, the man who stood up replied that they wanted no assistance. "We belonged to a vessel named the *Eagle*," he cried out; a little brig that foundered two days ago, through a started butt, or something of that kind. The master and three men stayed aboard, meaning to leave her in another boat. I was her chief mate, and we're now bound for Madagascar. This boat's a tighter vessel than the brig, and we feel perfectly safe in her after the sort of timbers we've been used to between us and the bottom."

At this several of his companions laughed aloud. I looked at them suspiciously, but it was not for me to meddle. If they refused help that was their business, though I never doubted for a moment that their refusal was based on some motive which, if it could be got at, might be found to hold a very desperate meaning. As they declined assistance I contented myself with a wave of the hand to them; but, when we filled on the ship, I took another long look at them through the glass, and then handed it to Mr. Simmonds, asking him if he could see anything resembling a ship's name painted upon the boat. Like myself he saw nothing, but as he put down the glass he said to me that some of them looked an ugly set of ruffians, and that he shouldn't be surprised if behind their being adrift and declining assistance there lay a foul and terrible secret.

When I filled on the vessel they hoisted their lug. If they were heading for Madagascar they seemed to know how to steer for it. The boat's course was about north-west by north. I took note of that at the time, and found her still so heading when, after a little, she was only just visible through the glass.

We talked a good deal about her and her people during the day, and the yellow-faced, grumbling planter insisted that it was my duty to have boarded her, or have brought her men aboard and questioned them.

"Yes," I said, "that would unquestionably have been my duty had the *Desdemona* been a man-of-war; but, as we were only a small sailing ship, the utmost I could be expected to do was to offer assistance, and proceed on my voyage if help was declined."

(Concluded next week)

A FINE RECORD

The firm of W. H. Thorne & Co. is this year observing its fiftieth anniversary in business. The business was founded by W. H. Thorne, now Senator Thorne, in May, 1867, a store being opened at the corner of Dock street and Market square on the site now occupied by the Bank of British North America. This was carried on until 1875, when the late Richard C. Scovil, formerly residing in Shediac, conducting a large lumber business there, entered into partnership and the firm of W. H. Thorne & Co. was formed. Later to provide for the conduct of the wholesale and retail businesses these were separated, and a new building erected in Canterbury street, on the site now occupied by the S. Hayward Co., in which the wholesale business was conducted. In 1877 the great fire in St. John took place and both stores with their contents were totally destroyed. A temporary structure was built in Market square, however, and inside of ten days business was resumed. Meantime the new building in Prince William street, was built and in about eighteen months the new premises were occupied, which have continued as the main building since that time.

To mark the fiftieth anniversary the firm has issued a well illustrated and highly attractive booklet giving the history of W. H. Thorne & Co., Ltd. and containing photographs of Senator Thorne, the present directors, A. T. Thorne, George McDonald, T. C. Lee, John F. Tilton and J. G. Harrison, and of other employes; and also a sketch by Senator Thorne called "Reminiscences after fifty years in the hardware and metal business." In this sketch Senator Thorne tells about the fire and refers to many men who have been active in the hardware business in St. John. Referring to the fire he says:

"When the fire occurred, I, with others, was enjoying a holiday salmon fishing on the Bonaventure river in Quebec. Telegrams sent to our camp advised us of a great fire, but I could get little information as to its extent and the loss I had sustained. The telegraph offices were burned and out of business. We immediately decided to break camp and return to St. John. When we reached the mouth of the Bonaventure we chartered a fishing smack in order to cross the Bay of Chaleur and catch an Intercolonial train for home. After spending a rough night in the Bay, we reached New Mills on the New Brunswick side and caught a freight train for Moncton. At Moncton, we first obtained a definite account of the destruction in the city. The first issue of the "Daily Telegraph" gave us this information. No printing establishment remained in St. John, and the first issue of the "Daily Telegraph" was printed and appeared in Moncton.

"I reached home two days after the fire and immediately prepared to again commence business. The first two or three days were spent in wiring and cabling for immediate shipments of stock and arranging for the temporary construction of a building on Market square. We successfully carried on business there for upwards of a year, and then moved to our new building, built especially for us on Prince William street, where we have remained ever since."—*St. John Telegraph*, May 19

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 May '19, is as follows:

Kings County—	
Forestry Company	26
St. John County—	
Canadian Engineers	2
Div. Signalling Corps	2
9th Siege Battery	3
Forestry Company	4
62nd C. D. F.	6
Machine Gun Draft	2
8th Field Am. Depôt	1
	—20
Carleton County—	
Forestry Company	11
9th Siege Battery	1
	—12
York County—	
Canadian Engineers	5
Forestry Company	1
Div. Signalling Corps	2
	— 8
Restigouche County—	
Forestry Company	7
Field Artillery Draft	1
	— 8
Gloucester County—	
Forestry Company	7
Westmorland County—	
C. A. S. C.	1
Forestry Company	2
Field Artillery Draft	1
	— 4
Victoria County—	
Forestry Company	2
Charlotte County—	
62nd C. R. F.	1
Albert County	0
Queens & Sunbury	0
Northumberland County	0
Madawaska County	0
Kent County	0
	—
Total for week	88

POST GRADUATE

After Mrs. Hostetter's advertisement, "Wanted—Good, intelligent vegetarian girl who can cooook," had been in the daily papers for four days, a tall girl of medium stature, with pink eyes, a red nose, and a yellow jaundice, presented herself.

"Ay bane good intelligence vegetarium girl, but ay can't cook," she announced.

"Never mind," said Mrs. Hostetter desperately, "I'll teach you to cook."

And for ninety days and ninety nights Mrs. Hostetter slaved away showing Inkella the ins and outs and sidewayses of Russian rollovers, Belgian biscuits, Peruvian pancakes, Honolulu hash, California crullers, French flinders, Swedish swatnots, and a thousand other culinary mysteries that represented a lifetime's devotion to the kitchen range.

At the end of three months Inkella could make Norway noodles, Japanese jampums, and Swiss zwieback better than Mrs. Hostetter herself.

At the end of three months and four days she opened a cooking school of her own, and Mrs. Hostetter put another ad. in the papers.—*Detroit Free Press.*

Minard's Liniment Cures Colds, Etc.

UNIVERSITY OF NEW BRUNSWICK ENCÆNIA

The Encænia of the University of New Brunswick was held in the College Library, Fredericton, on Thursday afternoon, May 17, Dr. C. C. Jones, Chancellor of the University, presiding. His Honor Lieutenant-Governor Wood was present as Visitor on behalf of the Sovereign, the institution having a Royal Charter. A large gathering attended the exercises, which were of more than usual interest.

The following honorary degrees were conferred:—

Doctor of Laws, (LL.D.), upon Dr. Murray MacLaren of St. John, now serving with the Canadian Expeditionary Forces as Lieutenant Colonel of the Army Medical Corps, and upon Dr. W. W. White, of St. John, and Master of Science, (M. Sc.), upon Mr. A. Gordon Leavitt, of St. John.

The following degrees in course were conferred:—

Higher Degrees

Degree of M. A.: Kenneth A. Baird, George J. Marr.

Degree of M. S. C. in electrical engineering: A. Foster Baird.

Degree of M. S. C. in forestry: Peter Z. Caverhill.

Graduating Class, degree of B. A. with honors.—Charles R. Smith, Latin and Greek, Class I.; philosophy and economics, Class I.; D. Gordon Willet, Latin and Greek, Class I.; Cecil H. Turner, mathematics and mathematical physics, Class I.; Leo C. Kelley, natural science and chemistry, Class I.; Isabel St. J. Bliss, philosophy and economics, Class I.; English and French, Class I.; E. H. Salome Townsend, philosophy and economics, Class I.; H. Gladys Gregory, philosophy and economics, Class I.; Arthur F. Van Wart, natural science and chemistry, Class II.

Degree of B. A.—First Division: Dorothy B. Greene, Ella W. Thurott. Second Division: James Raymond Fraser, Jean Margaret Gorman, Whitman A. Haines.

Degree of B. S. C. in Civil Engineering—First Division: Austin P. MacDonald.

Degree of B. S. C. in Electrical Engineering—First Division: Jasper A. MacGibbon, Harry C. Moore.

Degree of B. S. C. in Forestry—First Division: George L. Miller.

William V. Creaghan, who was absent from the final examination on account of military service, had the degree of B. A. conferred *in absentia*.

The following is a list of the Medalists and prize-winners:—

Douglas Gold Medal, for best English Essay on subject, "The Geology and Mineral Deposits of New Brunswick"—D. Gordon Willett, of St. John.

The Montgomery Campbell Prize, for fourth year Latin and Greek, Ordinary and Honor—Chas. R. Smith, of Lower Coverdale, Albert County.

The Governor-General's Gold Medal, for fourth year Natural Science and Chemistry, Ordinary and Distinction—Leo C. Kelly, of Fredericton.

The Ketchum Silver Medal, for fourth year Civil Engineering—Austin P. MacDonald, of Shediac Road, Moncton.

The City of Fredericton Gold Medal, for the best design of a Water Tower for the City of Fredericton—Austin P. MacDonald.

Alumnæ Society's Scholarship, for Highest Standing among the young women students of the second year—Maude M. McMonagle, of Fredericton.

The William Crocket Scholarship, for first year Latin and Greek, Ordinary and Distinction—Walter R. Flett, of Fredericton.

Dr. W. W. White's Prize, for best Essay work in the Freshman Course in Ordinary English—M. Louise Friel, Moncton, N. B.

Purves Loggie Memorial Scholarship, for second year Surveying, Descriptive Geometry and Mechanics of Materials—J. Ellis Taylor, of St. John West.

Alumni Medal for translation of English prose into Latin, John F. McIntosh, St John.

Sir Frederick Williams-Taylor Medal for best all round athlete, G. F. Gregory Bridges, Fredericton.

Brydone Jack Memorial Scholarship for third year honor physics, Russell L. Snodgrass, Young's Cove.

R. H. Bennett, '18, was awarded a large silver cup for making the second highest aggregate of points in the athletic sports.

The Address in Praise of the Founders was delivered by Prof. John A. Stiles, who took as his subject the development of engineering as a science and a profession.

Sir Ezekiel McLeod, Chief Justice of New Brunswick, delivered the address to the graduating class.

Hon. J. D. Hazen, LL.D., Canadian Minister of Marine and Fisheries, was to have delivered the Alumni Oration, but was unable to attend, and in his absence Dr. W. S. Carter, Chief Superintendent of Education, gave a brief but very timely address on the importance of increased food production.

The Valedictory of the graduating class was delivered by Mr. Charles R. Smith, of Lower Coverdale, Albert County.

During the afternoon the winners of the Alumni Gold Medal for translation of English into Latin prose, and of the Douglas Gold Medal for English essay, read extracts from their compositions.

NO GRAIN SAVER, HE

"When I hired you last week," said the boss, who had summoned the new employee into the inner office, "did you tell me the whole truth about yourself?"

"Why, yes. What do you mean the whole truth?"

"Well, I have a letter about you. I will take your word if you tell me that it is false. The letter is anonymous."

"Wh—wh—what does it say about me?"

"Don't be scared. It doesn't accuse you of any kind of crime. It merely says that you are a reformed drunkard."

"That, sir, is a malicious lie, made out of whole cloth."

"That's all I wanted to hear you say. Don't worry about it."

And as the new employee went forth in the pride of his virtue, he said to himself:

"The idea! And I never thought of reforming!—*Cleveland Plain Dealer.*

News of the Week

——Victoria, B. C., May 21.—Premier Brewster on Saturday evening received a cable from Sir Richard McBride announcing, owing to ill-health, Sir Richard was forced to resign as agent-general for British Columbia in London.

The resignation caused a good deal of surprise in this city, though it has been a well-known fact that during the last two months Sir Richard has been able to attend to his office only at irregular intervals. There are no particulars here as to his illness, but the impression exists that his sickness is so serious that it makes it impossible for him to continue in office. Sir Richard was appointed to London early in 1916.

——London, May 18.—Commander Edward R. G. R. Evans, who was second in command of the Scott Antarctic expedition, and was in charge of the British destroyer *Broke* when she, with another destroyer, defeated six German destroyers off Dover on the night of April 20, has been assigned to advisory duty with the American destroyer squadron in British waters. He went aboard the senior officer's vessel as soon as the destroyers arrived, and will keep in close touch with him, giving that officer practical advice on all matters concerning strategy, technique and the latest methods of submarine warfare. The appointment of Commander Evans was received with the greatest enthusiasm by the American forces.

——London, May 18.—Sir Alfred Keogh, surgeon-general of the British army, announced to-day that the first of six fully organized and equipped hospital units which the American Red Cross is sending to France, arrived in England yesterday. The units comprise about 3,000 persons, including twenty army medical officers, sixty nurses and more than 200 other attaches.

The unit will be the first officially sanctioned by the United States to carry the American flag to the battlefields of France since the United States entered the war. After a brief stay in England the unit will be sent to the continent, where it will take charge of a base hospital behind the British front.

The hospital will have accomodations for 500 patients and be fully equipped by the British hospital service.

——Washington, May 18.—Honduras has severed diplomatic relations with Germany, according to information received here from the United States minister at Tegucigalpa.

——London, May 17.—The Rajah of Sarawak, Sir Charles Brooke, died to-day at Cirencester. He was 88 years old.

Sarawak is a British protectorate on the northwest coast of Borneo adjoining British North Borneo. Sir Charles Brooke was the second Rajah of Sarawak. He resigned a commission in the British navy in 1851 to serve under his uncle in Sarawak, where he helped to restore order and put down piracy and head hunting.

——London, May 21.—Dr. Friedrich Adler, the assassin of the Austrian premier, has been sentenced to death for murder.

——New York, May 18.—In an editorial article eulogistic of Rear Admiral Sims, commander of the American fleet in British waters, the *Sun* says; "There is a coincidence that will please our British ally in the fact that Rear Admiral Sims is a native of Canada. Moreover, considering the hazards of the submarine patrol, it should be of good omen that the Admiral was born at Port Hope."

——New York, May 21.—Captain Franz Rintelen, of the German navy David Lamar, known as the "Wolf of Wall Street," and Henry B. Martin, described as a Washington lobbyist, were found guilty here last night on charges of having conspired in 1915 to disrupt the munitions traffic between this country and the Entente Allies. The jury, which had been out more than twenty-nine hours, disagreed as to four other defendants.

——New York, May 21.—One year in jail was the sentence imposed to-day upon Captain Franz Rintelen, of the German navy; David Lamar and H. B. Martin, convicted in the federal court of conspiracy to interfere with shipment of munitions to the Entente Allies in 1915.

——London, May 18.—An action for £29,000 brought by Charles Tranton against Major Waldorf Astor, M. P., was dismissed. The action was brought under an act of George II providing that a member of Parliament who accepts payment for Government contracts must vacate his seat. The amount sought was represented to be penalties for executing contracts to insert advertisements from Government departments in the *Sunday Observer*, of which Astor is proprietor. The court held that the agency which supplied the advertisments was not a sub-contractor for the Government.

CANADIAN NEWS

——Edmonton, May 18—Mattus Kehl, a Russian, father of fourteen children, was hanged at Fort Saskatchewan jail this morning for the murder on December 15, 1916, of N. W. Lay, an Asyrian pedlar. Kehl came to Alberta from Oklahoma.

——Ottawa, May 21—It is probable that the conscription bill will be introduced in the Commons on Friday next, and until then it is not expected there will be any announcement of the exact detail of the measure in respect to classification and age limits.

The new registration will differ from that of the National Service scheme in that penalties will be attached to make it really compulsory. The National Service registration, while incomplete, indicated thet there are about 150,000 young men in the country, most single without dependents, and not engaged in vital war work.

News of the Sea

——London, May 17.—A German torpedo boat sank last night north of Schiermonnik-Oog Island, in the North Sea, off the Dutch coast, says a Central News dispatch from Amsterdam to-day.

The craft either struck a mine or was torpedoed.

——New York, May 17.—The British steamer *Harpagus* has been torpedoed, according to a cablegram received here to-day by the agents, J. W. Elwell & Company.

The *Harpagus*, af 5,866 tons gross, left New York on April 21 for Marseilles, France, with a crew of about forty men. The message received here gave no details of the sinking.

——New York, May 17.—The American steamer *Hilonian* has been torpedoed and sunk off Genoa, Italy, with a loss of four members of the crew, according to a cablegram received here by the owners.

——Madrid, May 18.—An extraordinary meeting of the cabinet was called yesterday evening immediately upon receipt of news of the sinking of the Spanish steamer *Patricio* of 3500 tons. The accounts stated that the crew was saved, but that one sailor was seriously wounded. The government authorities were extremely reserved as to the result of their two hours' deliberation of the case, but it is supposed that the cabinet decided on another note of the most energetic character to Germany.

——San Francisco, May 18.—More than 130 men are missing and may have perished following the wrecking of the three-masted ship *Standard*, of the Libby, McNeill and Libby Cannery fleet, on the shoals of Cape Constanttne, Bristol Bay, Alaska, according to messages received to-day by the United States naval radio station at Goat Island. The men are adrift in life boats. Only 29 men had been picked up when last dispatches were received.

——London, May 18.—Three hundred and seventy-one British vessels have been sunk in the three months since the Admiralty began issuing statements without giving the tonnage of vessels in that period over 65,000 vessels have entered or left British ports.

Of the ships sunk 250 have been of over 1600 tons, 113 have been below that tonnage and 108 have been fishing craft.

——London, May 19—The *Tidens Tegn* of Christiania, as quoted in on Exchange Telegraph dispatch from Copenhagen, says that the Norwegian Government has expressed the expectation to Germany that the *Thorum* will be released.

——London, May 19.—The British Admiralty last night issued the following statement:

"The British transport *Cameronia*, with troops, was torpedoed by an enemy submarine in the eastern Mediterranean on April 15. One hundred and forty men are missing, and are presumed to have been drowned."

The survivors of the *Cameronia* say the vessel was torpedoed in fine, calm weather in the afternoon. The submarine was not seen. A large number of casualties were due to the explosion of the torpedo, which struck where there were many soldiers.

The *Cameronia* was afloat for forty minutes after she was torpedoed, which enabled torpedo-boat destroyers to run alongside and take off soldiers. Chief Officer McBurnie sank while trying to save a drowning soldier. He was a survivor of the Anchor Line steamer *California* when she was sunk off the Irish coast by a submarine in February of this year.

The *Cameronia* of 10,963 gross tons, was one of the largest ships belonging to the Anchor Line, of Glasgow.

——Christiania, Norway, May 19,—The Norwegian steamship *Thorum* has been seized by a German submarine inside the four-mile limit which Norway always has claimed as the boundary of Norwegian territorial waters, and a serious diplomatic conflict may resnlt. The *Thorum* was chartered by the Government to carry forage to northern Norway, where there is a scarcity of feed. A Norwegian destroyer attempted to prevent the seizure, but did not use its guns, as the submarine was outside the three-mile limit.

——Paris, May 18—Statistics for the week ending May 13, at midnight, show that 952 ships exceeding 100 tons entered French ports, while 991 vessels sailed.

Three ships of more than 1,600 tons were sunk by submarines. Four French merchantmen were attacked, but escaped.

——Madrid, May 21—Fishermen who have arrived from Tabarca, on the Bay of Tunis, report that a submarine recently attacked a fleet of six boats, one of which was sunk. The crew was saved.

——Copenhagen, May 21,—The German minister at Stockholm is reported in news dispatches to have visited the Swedish foreign minister, and expressed the deep regret at the sinking of the Swedish steamers *Vesterland*, *Niken* and *Aspen*.

The *Aspen*, *Vesterland* and *Viken* were sunk in the Gulf of Bothnia, several members of the crews losing their lives. The vessels were laden with grain and released from British ports by the British government under a reciprocal agreement. The news of their destruction caused intense indignation in Sweden.

——Paris, May 21—The French steamer *Colbert*, in the service of the Admiralty and having on board a certain number of military passengers was torpedoed in the Mediterranean on the morning of April 30 by a submarine. Fifty-one persons were killed, among them being Auxiliary Naval Lieutenant Commelin, who was in command of the ship, and who had been turned over to the army. He was made a Chevalier of the Legion of Honor for defeating a submarine attack on the same day, April 30, a year ago.

——London, May 21.—The British steamship *Highland Corrie* was torpedoed without warning on May 16.

Besides a crew of eighty-six she carried forty passengers, including several women. The torpedo struck the vessel amidships, carried away most of the port lifeboats, and severely damaged the upper works and bridge. The vessel immediately listed heavily to port, making the launching of the starboard lifeboats very difficult, and one of them capsized in the process.

British patrol vessels proceeded immediately to the spot and rescued the passengers and crew, the operations luckily being assisted by the fine weather prevailing.

Casualties—Saloon passengers Surgeon Russell, R. N., and Norman Lanyon, who embarked at Buenos Aires; one pantryman named Thomas and five of the crew were killed by the explosion. Arthur Culigan was saved. All the passengers' gear was lost, and also the mails and cargo.

Among the crew were many natives, who behaved with remarkable coolness. The submarine was not seen after committing the foul deed.

The *Highland Gorrie* was a vessel of 7,583 tons and 414 feet long.

Has Crimson Gulch changed since prohibition went into effect? "Yes," replied Broncho Bob, "but there's enough fellers hangin' around with jee' naturally bad dispositions to make it seem like old times once in a while."—*Washington Star.*

Mrs. Jiggs—"Only fools are positive." Jiggs—"Are you sure, dear?" Mrs. J.—"I'm positive of it."—*Buffalo Express.*

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