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
and trip St. Andrews, returning
both ways via Campobello and

ic Standard Time.

SCOTT D. GUPTILL, Mgr

IME STEAMSHIP CO., LTD.

arch 3, and until further notice
S. Connors Bros., will run as

St. John, N. B., Thorne Wharf
rehouse Co., on Saturday, 7.30 a.
St. Andrews, calling at Dipper
Beaver Harbor, Black's Harbor,
y or Letite, Deer Island, Red
t, George. Returning leave St.
Tuesday for St. John, calling at
or Back Bay, Black's Harbor,
Harbor and Dipper Harbor, tide
ther permitting.

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

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

CHURCH SERVICES

TERIAN CHURCH—Revd. W. M. r, B. Sc., Pastor. Services every ay, 11 a. m. and 7 p. m. Sunday 1, 2.30 p. m. Prayer services Fri evening at 7.30.

DIST 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 han, D. D. Pastor. Services Sun- at 8.00 a. m., 10.30 a. m. and 7.30

AINTS CHURCH—Revd. Geo. H. tt, B. A., Rector. Services Holy munion Sundays 8.00 a. m. 1st ay at 11 a. m. Morning Prayer Sermon on Sundays 11 a. m. ings—Prayer and Sermon on Sun- at 7.00 p. m. Fridays, Evening er Service 7.30.

ST CHURCH—Rev. William Amos, or. Services on Sunday at 11 a. m. 7 p. m., Sunday School after the ning service. Prayer Service, Wed- ay evening at 7.30. Service at side every Sunday afternoon at 3 ck except the last Sunday in the th when it is held at 7 in the ning.

ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

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

ney Orders and Savings Bank Busi- ransacted during open hours.
ters within the Dominion and to the d States and Mexico, Great Britain and all parts of the British Empire, s per ounce or fraction thereof. In on to the postage necessary, each letter must have affixed a one-cent Tax" stamp. To other countries, 5 for the first ounce, and 3 cents for additional ounce. Letters to which cent rate applies do *not* require the Tax" stamp.
t Cards one cent each to any address anada, United States and Mexico. ent post cards must have a one-cent Stamp" affixed, or a two-cent card e used. Post cards two cents each her countries. The two-cent cards require the "War Tax" stamp.
wspapers and periodicals, to any ad in Canada, United States and co, one cent per four ounces.
IVES: 12.20 p. m. CLOSES: 5.05 p. m.
Matter for Registration must be Posted half an evious to the Closing of Ordinary Mail.

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

R. A. STUART, HIGH SHERIFF

he of Sittings of Courts in the County arlotte:—
CUIT COURT: Tuesday, May 8, Chief Justice K. B. D. McKeown; day, October 2, 1917, Justice Chand-

UNTY COURT: First Tuesday in Feb- and June, and the Fourth Tuesday tober in each year.
ge Carleton.

ARLOTTE COUNTY REGISTRY OF DEEDS.

ST. ANDREWS, N. B.

George F. Hibbard, Registrar

ice 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 17, 1917 — NO. 34

THE TERROR OF DEATH

WHEN I have fears that I may cease to be
Before my pen has glean'd my teeming brain,
Before high-piled books, in charact'ry
Hold like rich garners the full-ripen'd grain;
When I behold, upon the night's starr'd face,
Huge cloudy symbols of a high romance,
And think that I may never live to trace
Their shadows, with the magic hand of chance;
And when I feel, fair Creature of an hour!
That I shall never look upon thee more,
Never have relish in the fairy power
Of unreflecting love—then on the shore
Of the wide world I stand alone, and think
Till Love and Fame to nothingness do sink.

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

WENDELL PHILLIPS

HE stood upon the world's broad threshold; wide
The din of battle and of slaughter rose;
He saw God stand upon the weaker side,
That sank—seeming loss before its foes;
[illegible]
Unto the cunning enemy their swords,
He scorned their gifts of fame, and power, and gold,
And, underneath their soft and flowery words,
Heard the cold serpent hiss; therefore he went
And humbly joined him to the weaker part,
Fanatic named, and fool, yet well content,
So he could be the nearer to God's heart,
And feel its solemn pulses sending blood
Throug all the widespread veins of endless good.

JAMES RUSSELL LOWELL.
(Born February 22, 1819; died August 12, 1891.)

WHAT THE SERGEANT SAID

"SQUAD!—shun-as-you-were! . . . Squad—shun . . . Right—dress . . . Squad—number-as-you-were . . . Squad—number . . . as-you-were . . . Squad—number . . . Squad—standat—ease. Wake up there, Number Three. I'm sorry thev made you get out o' bed so early this mornin' and I'll do my best to see that it don't occur again, but meanwhile you must knock off the rest of your beauty sleep till I've done with you. Why, blimey! Look at you! You ain't dressed. What do you mean by coming on parade only 'alf dressed? Yes, it's you I'm talking to, Number Three. You ain't fit to be seen. Look at your 'at-badge. No, don't take yer 'at off. Soldiers never takes their 'ats off for nothing nor nobody. Did you clean that there badge this morning? No, I thought not. 'Adn't time, 'adn't you? But what about larst night? I tell you what it is, my lad. You don't care. That's what it is. You don't care whether we lose this 'ere war or not. If a million blinkin' Germans landed on the East Coast tomorrow I don't believe you'd clean your 'at-badge. Oh, you would, would you? Well, the quicker you remember to do it now the more I shall love you. Don't you never forget that if a soldier's badge ain't polished he's filthy. Doesn't matter 'ow clean 'is face and 'ands is, if 'is badge 'is dirty, e's dirty, and dirt is what we can't stand in the Army. What 'ave you been doing to your face, Number Five? You don't mean to tell me you've been a-shavin' of yourself with an Army razor? What? You 'ave! Did you wear a beard afore you joined? Well, what did you shave yourself with? Why didn't you bring it with you then? Get one given to you? Of course you gets one given to you, but that ain't for shaving, that's for kit inspections. You write 'ome for your razor. I can't 'ave recruits walkin' about lookin' as if they'd been dooellin' with bread-knives. That's a German game, that is, and we don't want none of it 'ere. What are you grinnin' at, Number Six? I don't 'old with personal remarks as a general rule, but 'orrible ain't the word for your grin. If you saw it yourself you'd never smile again. You keep that grin for the 'Uns. I shouldn't be surprised if it won you a medal then. But you won't go winning no medals, my lad, unless you fixes your puttees better than that. They looks more like steel shavings off'n a lathe than anything I ever see. They got tucks in 'em, too, like a baby,s bib, and they hangs down kind of helpless like your grandad's socks. Blimey! I never see such puttees. I know you 'aven't got very much to fasten 'em on to, but you must do better than that. Where the blazes is your third tunic but ton, Number Nine? I know all about it. I can see your little bit of stuff pinning it on her little blouse with a little safety-pin. Ho, you lost it, did you? Well, get another by next parade. Toes out, Number Ten. Pigeons and geese was made to turn their toes in, even when standing at ease, but not so the 'uman being . . . Squad—Eyes front, Number Two. There's one thing I want to warn you against, my lads, and that is pinching. There's a man 'ere 'as 'ad a button pinched off 'is tunic overnight. I know girls like buttons, for 'atpins and such. But if a fellow ain't man enough to give one of 'is own buttons away and risk a row, 'e ain't man enough to 'ave a girl to give a button to. . . . Squad!"—A. D. PETERS, in *Punch*.

THE WORM IN THE OAK

THIS war has shown the world that there is still a noble and vigorous life in the spreading boughs of our British oak. The old nation—and the young nations which have sprung from its acorns—shown the old spirit, the old, quiet, and steadfast patriotism, that has carried England through so many wars to a final victory. And yet to the close observer there are manifest signs of something rotten in the heart of the tree, or, to drop the metaphor, in our system of government. We are confident that the nation is thinking deeply on this matter, that our soldiers and our sailors are talking it over in their mess rooms and camps and trenches. There is a deep distrust and dissatisfaction with the party system and the manner in which our national affairs have been mismanaged. The politicians let the nation down. How much the betrayal cost in lives and treasure would be a vain and terrible computation. Sufficient to say that the country was not warned of the danger, although its Government had—as it afterwards confessed—timely warning. And not only was it not warned, but its reserves of munitions and military stores, its garrisons, its Army, its light cruisers, its docks and naval harbours were all cut down to the very quick. And when the danger had at last to be faced the politicians, confronted by the awful position they had themselves brought about, deliberated whether they should cling to safety or to honour—a doubt which should never have entered their minds.

Now although we do not absolve individuals for this, we chiefly blame the system. The party system of government had gradually developed into what might be called without exaggeration an organized fraud upon Democracy. It existed not to govern the country well, not to tell the nation the truth and maintain its interests and security, but for lower ends, for ends which honest men blush to think about. It was a system which, while it boasted of the free will of the people and obedience to public opinion, yet shrank from the light and made it its business to flatter and deceive the people. It worked in secret: its agents handled vast sums, of which the public were furnished with no accounts, although the money was used for public purposes. It placed the laurels which should adorn the brows of merit upon wealth: in the Temple it changed money and sold doves It advanced to high places men who in private life were regarded with a well-founded contempt. It placed incompetents at the head of great Departments of State for no other reason than that they had political or financial influence. It neglected the great charge and trust of government, the security and the interest of the nation, and used instead the specious coin of catchwords and cries which meant nothing and could be twisted to mean anything. Such was the system and such the means on which, and by which, this country was governed. Is it too much to hope that this black and bitter frost of war may reach and kill this worm that works havoc in the heart of Old England? It is an occasion when men's minds are highly stirred, and when they are no longer content with abuses, because they are old and familiar. And they must also see, as a point of sheer necessity, that there must be reform if the nation is to face the difficult and dangerous times that are ahead. It must be reform not merely in system but in spirit. There must be an uprising of the nation against these evils, and all that is best in the life of the country must come together to think out something better.

Surely this is a great opportunity for Mr. LLOYD GEORGE and his colleagues of the new Government. They are faced by an Opposition organised upon the old lines, an Opposition which hugs to its heart its secret funds and secret methods, and is committed to the group of men most devoted to and most expert in the evils of which the country desires to get rid. In self-defence the Government will have to appeal sooner or later to its friends in the country, and therefore it will be tempted to imitate the familiar methods which the Indispensables regard as indispensable. Mr. LLOYD GEORGE will be tempted by immediate political gain to advance politicians at the cost of efficiency and to betray economy for popular favour. He will be tempted to acquire power by amassing a party fund manipulated in secret by professional politicians, and to raise this fund he will be tempted to expose the KING's honour for sale in the market place. All this and more he will be tempted to do upon the plausible pretext that evil must be done in order that good may come of it, and that the old gang must be fought with their own weapons. But there is a better plan. Let him trust the nation. Let him say boldly to the constituencies: We want your support: we tell you our needs; but we leave it to you to choose your own representatives, and we ask you to choose men whom you trust and who will really represent you. Let the appeal be made to the nation, and let the constituencies be left to themselves. As for honours and places, people are not altogether fools: the new Government has already lost credit by at least one honour unworthily given to an unworthy recipient, and it has gained credit by its appointments of men who were not politicians, but who were thought competent for the work they were called upon to do. If Mr. LLOYD GEORGE consistently follows such a line of conduct he will gain far more in the esteem and trust of the nation than he will lose in political profit. And he may at the same time be laying the foundations of a new and better system, a system truly founded upon the national will and upon the interest and honour of this country. A poet of the Fifteenth Century—a great though nameless patriot—writing in the darkest days of our history, when the foreigner ruled England for his own advantage—this old poet exclaimud: "Gifts and feasts stopen our policie." And so it has been: the gifts and feasts of a corrupt party system have diverted and degraded the traditional policy and government of this country. We must get rid of the cause of the evil in order to get rid of the evil itself: this we take to be, next to the waging of the war, the greatest work that lies before our new Government.—*The Morning Post*, London, Jan. 20.

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. 10, is as follows:

St. John County—	
165th Battalion	10
236th Battalion	4
216th Battalion	11
257th Battalion	50
9th Siege Battery	3
66th Field Battery	3
8th Field Ambulance Train	2
Canadian Engineers	11
Machine Gun Draft	3
C. A. S. C.	15
R. C. N. V. R.	1
	—113
Westmorland County—	
257th Battalion	3
Special Railway Battalion	15
Canadian Engineers	3
65th Field Battery	3
Div. Amm. Column	6
	— 30
Restigouche County—	
257th Battalion	6
236th Battalion	1
Home Service	4
	— 11
Kings County—	
8th Field Ambulance Train	2
257th Battalion	6
	— 8
York Co.—	
257th Battalion	5
9th Siege Battery	2
	— 7
Carleton County—	
257th Battalion	4
	— 4
Charlotte County—	
257th Battalion	3
Forestry Battalion	1
	— 4
Northumberland County—	
165th Battalion	1
257th Battalion	2
	— 3
Kent County—	
Div. Amm. Column	1
	— 1
Glouce ter County—	
Div. Amm. Column	1
	— 1
Albert County	0
Victoria County	0
Madawaska County	0
Queens and Sunbury Counties	0
For 165th Battalion from N. S.	4
Total for week	186

BILLINGS RUSHING TO BOSTON

Racing at 70 miles an hour in a special train, Edmund Billings, collector of the port of Boston, is making a record-breaking trip from the furthermost point of Florida—Long Key—and is expected to arrive in Boston to handle the present water-front guard to-morrow.

He started at 6 p. m. Thursday, one hour after hearing of Germany's latest blockade plans and of the receipt in America of the German notification.

Collector Billings was spending a two-weeks' vacation at Long Key. At 5 p. m Thursday he was notified of Germany's action. Immediately he consulted railroad officials; the plan for his record-breaking homebound trip was quickly mapped out and an hour later a special engine and train chugged away from Long Key at lightening speed. It was 11.43 p. m. when the train pulled into East Palatka, Fla., more than 700 miles away.

A stop was made only to relieve the train crew, and again the special whirled towards Boston.

The road was cleared and railroad officials across the continent planned by telegraph for the run.

Without a stop, only to take on new crews, the special thundered over the rails, now at a speed of 50 miles an hour, again at 80 miles an hour. The run was registered at an average speed of 70 miles an hour.

The special is due in Baltimore at 7.30 to-night. All roads have been cleared and the last lap will end early to-morrow morning.

During the short stops Collector Billings has wired instructions to Boston. He will take charge of the waterfront situation.—*Boston Paper*, Feb. 3.

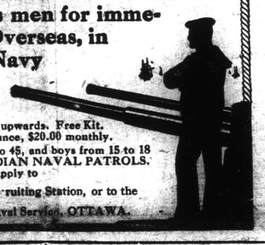
*** Collector Billings is well known in St. Andrews, where he has been a frequent visitor. He is a cousin of our fellowtownsman, Mr. Robert Billings, and is a native of St. George, N. B.

COST OF BAD ROADS

A company in Stanislaus county California, that buys skimmed milk from the farmer has demonstrated to the rural residents in an emphatic manner the value of good roads to them. This company sends trucks directly to the farms to collect the skimmed milk, but it pays higher prices to farmers living on good roads than on bad roads. On poor roads the company pays 17½ cents per 100 pounds, but on good roads it pays 20 cents. Of course, the farmers always has been paying this tax on every hundred pounds he hauled over bad roads and he has been relieved of it on every hundred pounds he had hauled over good roads, but that fact has not been brought to his notice as in the case cited. When he measures his distance from town in minutes instead of miles he will realize the profit of good roads.—*American Lumberman.*

Men Wanted for the Navy

The Royal Naval Canadian Volunteer Reserve, wants men for immediate service Overseas, in the Imperial Navy



Candidates must be from 18 to 38 years of age and sons of natural born British subjects.

PAY $1.10 per day and upwards. Free Kit. Separation allowance, $20.00 monthly.

Experienced men from 38 to 45, and boys from 15 to 18 are wanted for the CANADIAN NAVAL PATROLS.

Apply to

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

News of the Sea

——New York, Feb. 7—The British passenger liner *California*, one of the crack ships of the Anchor Line fleet, has been sunk off the coast of Ireland, with a probable loss of life. Messages to the state department in Washington and to the officials of the line at New York today told of the catastrophe.

The liner carried 31 passengers and a crew of 184, none of whom, as far as is known, was an American. Advices to the local offices said there were 160 survivors; those to the state department from Consul Frost, at Queenstown, that one life was lost and that there were "30 hospital cases."

The *California* was armed when she left here, on January 29, with a stern gun, and carried a large cargo, including, it was stated, war supples. The vessel was due in Glasgow to-day or to-morrow.

The passengers, it was stated by officials of the line, were all British or Canadian subjects. The British shipping commissioner here said that only four members of the crew were shipped at this port, none of them being Americans.

The rest of the crew, he said, was taken on at Glasgow, and he believed they were all British subjects.

Built at Glasgow in 1907, the *California* is registered as a vessel of 8,662 tons gross and 370 feet in length.

——London, Feb. 7—An official statement issued to-day by the British government concerning the sinking by a German submarine of the British passenger liner *Port Adelaide*, says:

"The British steamer *Port Adelaide*, carrying passengers from London to Australia, was torpedoed without warning on Saturday by a German submarine. The passengers were rescued by the Dutch steamer *Samarinda* and landed at Vigo. The master, however, was made prisoner aboard the submarine.

"Germany's withdrawal from her pledge to the United States not to sink passenger ships without due warning thus has been emphasized."

The sinking of the British steamer *Port Adelaide* was reported by Lloyd's shipping agency on Tuesday, when it was announced that ninety-six of the passengers and crew had been picked up at sea. The *Port Adelaide* was of 8,181 tons gross She was built in 1911, and owned by the Commonwealth and Dominion Line.

——London, Feb 7—The British steamers *St. Ninian* and *Corsican Prince* sunk to-day, says the Central News. The survivors have been landed Seventeen men are reported missing.

The Central News also says it has learned that the Belgian relief ship *Lars Kruse*, which was sunk near the Belgian coast on Monday, was torpedoed.

The sinking of the Italian steamer *Ferruccio*, of 2,192 tons gross, is announced by Lloyd's.

Lloyd's also announces the following reported sunk:

British steamer *Vestra*, of 1,021 tons gross.

British steamer *Crown Point*, of 5,218 tons gross.

British barn *Lorton*, of 1,419 tons gross.

Two British steam trawlers.

Two fishing boats.

Two lives were lost from the British steamer *Wartenfels*, of 4,511 tons, reported sunk yesterday.

The British steamer *Saxon-Briton*, 1,337 tons, has been sunk by a submarine. Two members of its crew were killed. The captain and fourteen others have been landed.

Lloyd's announces that the British steamer *Azul*, 3,074 tons, has probably been sunk and that twelve survivors were rescued by a sailing vessel.

The crew of the British steamer *Palmleaf* assert that after their vessel had been torpedoed by a German submarine, the captain and chief engineer were made prisoners by the Germans, who left the other members of the ship's company in open boats.

——London, Feb. 8—The sinking of the British steamer *Dauntless*, of Newcastle, is reported by Lloyd's. Six men of the crew of twenty-three have landed. Two of them have died, and the other four are in a hospital.

—Queenstown, Feb. 8.—The British steamer *Turino* has been sunk by a submarine. She was a vessel of 2,792 tons net, and was last reported at Norfolk, whence she sailed on Jan. 19 for Liverpool.

——London, Feb. 8 Lloyd's reports the sinking of the British steamer *Hollinside*, 2,068 tons gross. The crew left the vessel in boats. The captain has been landed.

——Lloyd's announced that the British steamer *Saxonian*, the French steamer *Yvonne* and the Russian schooner *Bangpuhis* have been sunk.

Lloyd's announces also that the British steamer *Vedamore* has been sunk, and that her crew has been landed.

Lloyd's also reports the sinking of the British steamer *Boyne Castle*, 245 tons gross, and the Swedish steamer *Varning*, 2,296 tons.

——London, Feb. 9—The British Admiralty announces that a torpedo boat destroyer of an older type, employed in patrolling in the English Channel, struck a mine last night and sank. All the officers were lost. There were five survivors among the crew.

——Queenstown, Feb. 9—Norwegian ship *Storskog*, of 2,191 tons, was sunk yesterday by a German submarine. The crew was aboard the submarine when a steamer appeared and the undersea boat submerged. The chief officer and carpenter were the only ones able to return to the ship's boat, and they were picked up by the steamer.

——London, Feb. 9—Twenty five of the crew of the torpedoed British steamer *Vedamore* perished with the sinking of that vessel, according to the Press Association. The survivors have been landed.

The sinking of the *Vedamore* was reported yesterday. She was on her way from Baltimore to Liverpool.

The survivors number thirty-five, and all suffered greatly from exposure, having been for ten hours in open boats in extremely cold weather. Many of the men were only half clad.

London, Feb. 9—The *Hanna Larsen*, reported sunk, was 245 feet long and was built in 1903 at Flensburg. Originally German, her registry was changed to British when she was requisitioned by the British admiralty while interned.

The Norwegian ship *Songely*, of 2,063 tons, has been sunk. She was last reported at Buenos Aires on Nov. 18.

——London, Feb. 9—The Norwegian steamship *Ida*, of 1,172 tons, has been sunk by a German submarine. Surviving members of the crew were landed today. The captain said that the chief mate and the steward were killed while on deck by gun-fire. The submarine fired continuously without warning until the vessel sunk. The steamer was built at Aberdeen in 1883. She was 239 feet long and had a beam of 33 feet.

——London, Feb. 9—Norwegian steamship *Hanskinck*, formerly the American steamer *Satilla* of 2,567 tons gross, has been sunk. The steamer was last reported in available hipping records as leaving New York December 31 bound for Rotterdam. She was 300 feet long and 41 feet wide. She was built at Quincy, Mass., in 1906.

——London, Feb. 9—Lloyd's announces that the Spanish steamer *Nueva Montana*, 2,039 tons, has been torpedoed. Her crew was saved.

Reuter's Kristiania correspondent reports that the Norwegian steamer *Odin of Bergen*, a vessel of 1,045 tons, was sunk February 2 without warning, and that two persons on board her were killed.

——London, Feb. 10—The British steamer *Mantola* has been sunk, so Lloyd's Shipping Agency announced today.

The Norwegian vessel *Soldakkon* is believed to have been sunk, the Lloyd's Agency states. Two of her crew were lost.

Lloyd's to-day also announced the previously reported sinking of the Norwegian ship *Storskog*, two members of the crew of which were landed, the captain and the remainder of the crew being kept prisoners on board the submarine.

The *Mantola* was a steamer of 6,826 tons gross built at Grenock in 1913. She was last reported at London on January 3, about to sail for Calcutta.

The *Selbakken* was a steamer of 2,616 tons gross. She sailed from Buenos Ayres on January 3, for Cherbourg. She was built at Middlesborough, in 1895.

——London, Feb. 10—Lloyd's announces that the British steamer *Lullington*, 2,816 tons, has been sunk. Her crew were landed land yesterday.

Three Englishmen and one American negro, members of the crew of the torpedoed steamer *Dauntless*, have been picked up by a trawler, according to a Reuter's dispatch from Madrid. The men have been without food for five days. They were taken to a hospital.

The *Dauntless* was a British steamer of 2,157 tons, carrying a crew of 23 men. A dispatch from Paris on Feb. 8, said that two members of the crew were killed and the captain seriously wounded when the boat was torpedoed. A later dispatch from London reported that six survivors had been landed, two of them died as the result of their experience.

——London, Feb. 10—The sinking of the British steamer *Japanese Prince*, of 4,876 tons, and the torpedoing of the Norwegian steamer *Ellavore*, of 2,760 tons, was announced to-night by Lloyd's. The captain of the *Ellavore* has been landed, but the mates and eleven members of the crew are missing.

The agency confirms the report of the torpedoing of the British steamer *Beachtree*, the crew of which has been landed.

The Norwegian steamer *Haugard*, of 1,100 tons, has been sunk.

——London, Feb. 11—The British steamer *Sallagh* has been sunk, Lloyd's shipping agency announces to-day.

This may refer to the British steamer *Salaga*, of 3,611 tons gross, owned by Elder Dempster & Co., of Liverpool. She has been in the British government service. No steamer *Sallagh* is listed in available records.

——London, Feb. 11—The British Steamer *Japanese Prince*, with many Americans aboard, which was sunk by a German submarine, was torpedoed without warning, according to a dispatch to the Exchange Telegraph Company. All the crew were landed. A torpedo struck her amidships with a terrific explosion. The crew took to the boats and were picked up within an hour. Many were injured by the explosion but none fatally. The seventy-five men aboard the ship including thirty American cattlemen, were saved.

——London, Feb. 12.—The steamer *Lycia* has been sunk, Lloyd's shipping agency announces. The crew was saved. The British steamer *Lycia* was a Cunard line vessel of 2,715 tons, built in 1896 at Middlesboro. Members of the crew of the steamer say that without a moment's warning a German submarine opened fire on the *Lycia*. They rushed to their boats, but the Germans continued to fire on them recklessly. One man was seriously injured and another slightly hurt.

Lloyd's announces that the Greek steamer *Aghios Spyridion*, 768 tons, has been sunk by a submarine. Five men from the vessel have been landed, but the captain and the remainder of the crew were drowned.

——London, Feb. 12.—The sinking of the British steamer *Netherlee* is reported by Lloyd's. The *Nelherlee*, 4,227 tons gross, was last reported on her departure from Philadelphia January 21, for Dunkirk, France.

Lloyd's shipping agency this afternoon announced that the British steamer *Voltaire*, of 409 tons gross, and *Olivia*, of 242 tons gross, had been sunk. Chief Engineer Sallagh, of the *Olivia*, was killed and two members of the crew were injured.

——Liverpool, N. S., Feb. 12.—The Gloucester schooner *Joseph P. Mesquita* was towed in here to-day and reported the loss of her captain, Peter Richards, who was washed overboard during a gale on the Roseway Bank and drowned. He was 48 years of age and unmarried. The schooner is badly damaged.

——New York, Feb. 12.—The Spanish steamship *Josefa Reich*, bound from this port to Barcelona, sank at noon to-day in latitude 37 degrees 49 minutes north, longitude 68 degrees 39 minutes west, during a northeast gale, accompanied by a driving snowstorm, according to a wireless message received here. The *Antonio Lopez*, of the Spanish Line, rescued all the crew but the captain and second mate, the message said.

——London, Feb. 12.—The Greek steamer *Vasilissa Olga*, 1,400 tons, has been sunk. Her crew of twenty men were landed, according to the Central News.

——London, Feb. 13.—The White Star steamer *Afric* was sunk to-day. The *Afric* was a steel ship of 11,999 tons, one of the biggest so far reported to have fallen a victim to the German submarine warfare. She was the property of the White Star line and was registered at Liverpool. The *Afric* was 555 feet in length, with a beam of 63 feet.

——London, Feb. 13.—The Norwegian motor vessel *West* has been sunk, Lloyd's shipping agency announced to-day. The crew was landed.

The Norwegian motor vessel *West* is not listed in available shipping records.

News in Brief

— Ottawa, Feb. 8—It is officially announced through the chief press censor's office that the following troops have arrived safely in England:—230th Forestry Battalion, infantry drafts from St. Catharines, Halifax, London, Winnipeg, British Columbia and Yukon territory; draft for French Canadian battalion and for Irish battalion; drafts for Fort Garry Horse, for artillery, engineers, medical corps, army service corps, signalers and cyclists, naval ratings; total number of troops, 316 officers, 3,860 other ranks.

— New York, Feb. 10—Richard Harding Davis, who died at his country home, Mount Kisco, on April 11 last, left $56,155.66, according to the report of the transfer tax appraiser, filed to-day at White Plains. Administration and debts reduced this amount to $45,397.14. The estate goes to his widow, Elizabeth Genevieve M. Davis, and a daughter, Hope Davis.

——London, Feb. 12—The average daily expenditure of Great Britain is now £5,700,000, Andrew Bonar Law, chancellor of the exchequer, announced in the House of Commons to-day.

The Chancellor said the total expenditure since the beginning of the war was £4,200,000,000.

At the end of the current year the national debt would stand between £3,800,000,000 and £3,900,000,000. Advances to Allies and dominions would be approximately £390,000,000.

The number of applications and the amount applied for by the general public for the new loan, the Chancellor said, were larger than ever before.

——Ottawa, Feb. 12—A cable from the colonial office to His Excellency the Duke of Devonshire, announces that the following Canadians have been honored by His Majesty:

"To the peerage as a Baron, Sir Hugh Graham, of Montreal.

"To be Knight Commander of the most distinguished order of St. Michael and St. George—Albert Edward Kemp, minister of militia; William Howard Hearst, premier of Ontario.

"To Grand Commander of the most distinguished order of St. Michael and St. George—Capt. Edward Martin, superintendent of the Halifax dockyards.

"To be Knight Bachelor—Justice Walter Cassels, of the exchequer court; Mortimer B. Davis, of Montreal."

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

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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

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

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