TRAVEL

STERN STEAMSHIP LINES
ALL-THE-WAY-BY-WATER.

FRONTIER LINE
ve St. Andrews Tuesday at 8.15 a.m.
alais and Intermediate Landings.
rn, leave Calais Monday at 9.00
Leave St. Andrews 11.00 a. m. for
ort.

INTERNATIONAL LINE
S. S. NORTH STAR
ave St. John Thursday at 9 a.m.,
ort at 2.30 p.m., for Lubec, Portland
Boston. Return, leave Central Wharf
on Monday at 9 a.m.

MAINE STEAMSHIP LINE
Between Portland and New York
eamships "North Land" and "Herman
er." Reduced Fares, Reduced State-
Prices. Schedule disturbed. In-
ation upon request.

E. CHADWICK, Agent, Calais, Me.
H. LEAVITT, Supt., Eastport.
B. KINGSTON, Commercial Agent,
Eastport, Me.

CHANGE OF TIME
and Manan S. S. Company
d Manan Route—Season 1915-16

fter October 1, 1915, and until further
ce, a steamer of this line will run as
ows:
eave Grand Manan Mondays at 7.30
n. for St. John, via Eastport, Campo-
o and Wilson's Beach.
eturning, leave Turnbull's Wharf, St.
n, Wednesdays at 7.30 a. m. for Grand
nan, via Wilson's Beach, Campobello
Eastport.
eave Grand Manan Thursdays at 8 a.
or St. Stephen, via Campobello, East-
t and St. Andrews.
eturning, leave St. Stephen Fridays at
a. m. for Grand Manan, via St. An-
ws, Eastport and Campobello.
eave Grand Manan Saturdays at 7.30
n. for St. Andrews.
eturning same day, leaving St. An-
ws at 1 p. m., calling at Campobello
Eastport both ways.

Atlantic Standard Time
E. C. GUPTILL, Manager
Grand Manan.

RITIME STEAMSHIP CO., LTD.

n February 11th and until further
ice the S.S. "Page" and S.S. "Casarco
2," will run as follows:
eave St. John, N. B., Thorne Wharf
Warehouse Co., on Saturday, 7.30 a.
for St. Andrews, calling at Dipper
rbor, Beaver Harbor, Black's Harbor,
ck Bay or Letite, Deer Island, Red
re, St. George. Returning leave St.
drews Tuesday for St. John, calling at
tite or Back Bay, Black's Harbor,
aver Harbor and Dipper Harbor, tide
d weather permitting.
ENT—Thorne Wharf and Warehouse
Co., St. John, N. B.
Phone 2581; manager, Lewis Connors,
ck's Harbor, N. B.
This Company will not be responsible
any debts contracted after this date
thout a written order from the Com-
ny or Captain of the steamer.

CHURCH SERVICES

ESBYTERIAN CHURCH—Revd. W. M. Fraser, B. Sc., Pastor. Services every Sunday, 11 a. m. and 7 p. m. Sunday School, 3.30 p. m. Prayer services Friday evening at 7.30.

ETHODIST CHURCH—Revd. R. W. Weddall B. A., Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School 12.00 m. Prayer service, Friday evening at 7.30

T. ANDREW CHURCH—Revd. Father Meahan, D. D. Pastor. Services Sunday at 8.00 a. m., 10.30 a. m. and 7.30 p. m.

LL SAINTS CHURCH—Revd. Geo. H. Elliott, B. A. Rector. Services Holy Communion Sundays 8.00 a. m. 1st Sunday at 11 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sundays at 7.00 p. m. Fridays, Evening Prayer Service 7.30.

APTIST CHURCH—Revd. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School, 2 p. m. Prayer Service, Wednesday evening at 7.30.

CHARLOTTE COUNTY REGISTRY OF DEEDS.
ST. ANDREWS, N. B.
George F. Hibbard, Registrar
Minerva P. Hibbard, Deputy Rgr.
Office hours 10 a. m. to 4 p. m., Daily.
Sundays and Holidays excepted.

HERIFF'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 9, 1916, Justice Barry; Tuesday, October 3, 1916, Chief Justice K. B. D., Landry.
COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year.
Judge Carleton.

ST. ANDREWS POSTAL GUIDE

ALBERT THOMPSON, Postmaster

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

Money Orders and Savings Bank Business transacted during open hours.

Letters within the Dominion and to the United States and Mexico, Great Britain Egypt and all parts of the British Empire, 2 cents per ounce or fraction thereof. In addition to the postage necessary, each such letter must have affixed a one-cent "War Tax" stamp. To other countries, 5 cents for the first ounce, and 3 cents for each additional ounce. Letters to which the 5 cent rate applies do *not* require the "War Tax" stamp.

Post Cards one cent each to any address in Canada, United States and Mexico. One cent post cards must have a one-cent "War Stamp" affixed, or a two-cent card can be used. Post cards two cents each, to other countries. The two-cent cards do *not* require the "War Tax" stamp.

Newspapers and periodicals, to any address in Canada, United States and Mexico, one cent per four ounces.

ARRIVES: 12.10 a.m.
CLOSES: 5.10 p.m.

All matter for registration must be posted half an hour previous to the closing of ordinary mail.

Readers who appreciate this paper may give their friends the opportunity of seeing a copy. A specimen number of THE BEACON *will be sent to any address in any part of the world on application to the Beacon Press Company, St. Andrews, N. B., Canada.*

The Beacon

VOL. XXVII — SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, MARCH 4, 1916 — NO. 36

THE FLAG OF THE FREE

'TIS the streamer of England; it floats o'er the brave;
'Tis the fairest unfurled o'er the land or the wave;
But, though brightest in story and matchless in fight,
'Tis the herald of Mercy as well as of Might.
In the cause of the wronged may it ever be first—
When Tyrants are humbled and fetters are burst:
Be "Justice" the war-shout, and dastard is he
Who would scruple to die neath the flag of the free!

It may trail o'er the halyards—a bullet-torn rag,
Or flutter in shreds from the battlement-crag;
Let the shot whistle through it as fast as it may,
Till it sweep the last glorious tatter away.
What matter! we'd hoist the blue jacket on high,
Or the soldier's red sash from the sparhead should fly:
Though it were but a ribbon, the foeman should see
The proud signal, and own it—the Flag of the Free.

Have we ever looked out from a far foreign shore
To mark the fair pennon each passing ship bore,
And watched [illegible] that arose on the breeze,
In hope of glad tidings from country and home?
Has our straining eye caught the loved colours at last,
And seen the dear bark bounding on to us fast?
Then, then have our hearts learned how precious can be
The fair streamer of England—the Flag of the Free.

ELIZA COOK (1818-1889)

LORD MONTAGU'S ESCAPE FROM THE SEA

BEAULIEU, JAN. 18.

LORD MONTAGU of Beaulieu is back in England. He arrived at Southampton this morning, and from there drove to his beautiful home in the New Forest. He is slowly recovering from the injuries and shock caused when the *Persia* sank in the Mediterranean by a torpedo from an enemy submarine. Some of the wounds about the head and left shoulder are still painful, and it will be necessary for him to remain quietly at home until these are healed.

Lord Montagu gave me this afternoon the full narrative of the sinking of the liner and his own terrible experiences during the 32 hours which passed before he was rescued from the sea. They were hours during which he saw many men die, hours without water or other food than a sea-soaked biscuit, hours in which hope of rescue faded and his mind turned to thoughts of how best an Englishman might die when there were lascars to watch his end. "I am really returned from the grave," he said to me in telling his story.

The voyage of the *Persia*, I gathered, had been a very successful one up to the time when she was torpedoed, and every one on board was very comfortable and happy. On the day before the disaster there was boat drill. All the passengers and the crew went to their appointed stations and all the passengers had their lifebelts on. As the ship was not full there was ample accommodation in the boats for every one.

About 1.10 p. m. on Thursday, December 30 [Lord Montagu said] as we were sitting down to luncheon there was a terrific explosion just aft of the main saloon. This blew up part of the deck. The smell of the explosion at once told me what had happened. The passengers, without any sign of panic or fear, went to get their lifebelts, and then to their appointed stations. When I got to the station alotted No. 6 beat on the port side I saw the boats being lowered on that side, but as the ship had begun seriously to heel over I realized that it would not be possible to get into them. I then, with great difficulty, climbed up the starboard side, trying to pull with me my lady secretary, Miss Thornton, who happened to be near. Within three minutes of being struck the ship was on her beam ends. She began to sink rapidly by the stern, and I was swept off my feet by the rush of water along the promenade deck. The next moment I was overboard. The ship sank and I was sucked down a long way, striking my head and body against several pieces of wreckage. It seemed a very long time before I came to the surface again, though I was conscious of rising very rapidly owing to the extreme buoyancy of my Gieve waistcoat, which certainly at that moment saved my life.

Just before the ship foundered there was the usual and inevitable uprush of steam and smoke from the engine-room and stokehold. Four minutes after being struck the *Persia* was below the waves. So far as I am a judge, I am convinced that the commander, the officers, and the crew did all that was possible to be done under the terrible circumstances.

When I had recovered my senses sufficiently to look around—for I was very much out of breath at first owing to the shock of the submersion—I saw the sea covered with struggling human beings, but very little wreckage. So far as I could make out, there seemed to be only three undamaged boats afloat. I swam towards a signal locker I observed near by; but I found the ship's doctor clinging to this. He appeared to be in a stunned condition, and his head apparently was injured. The locker would not support more than one person, so I left it to the doctor and made towards a boat floating upside down about 50 yards away. A number of native seamen were clinging to her, a larger number than the boat was able properly to support. Eventually I managed to climb up and get astride of keel band on the extreme end aft. From this position I saw a boat only half-filled a short distance from us, and I shouted for them to come and help us, but they rowed away. As frantic cries for help were rising up from all sides I make no complaint about their not heeding my call.

About an hour after the disaster there were left on our upturned boat six Europeans and about a score of the native crew. The others had dropped off as they became too weak to hold on. At this time the boat was suddenly righted by a big wave, and with great difficulty we scrambled into her. I then discovered that not only had she a large hole in the bottom, but that her bows were split open as well. She was in a state of extreme instability, for some of the air tanks, which showed me that she was one of the lifeboats, were smashed and others were perforated. The smallest weight on the starboard side tended to capsize her again. This, indeed, happened many times before we were picked up, and added very greatly to our sufferings.

By sunset most of us were sitting up to our knees in water. When the sun went down on the first day there remained of the original party in the boat 13 native seamen and firemen, two Goanese stewards, an English steward named Martin, an Italian second-class passenger, Mr. Alexander Clark (a Scottish second-class passenger), and myself. If it had not been for Mr. Clark and Martin, the steward, who more than once helped me to climb back into the boat when she capsized, I should have had little chance of survival. Though there was not much wind, there was a considerable swell and nearly all the time the sea was breaking over us.

Before the night was half gone several more natives died from exhaustion, and as the bodies were washed about in the boat we made efforts to throw them overboard. The night seemed interminable. About 8 p. m. a steamer, with her saloon lights all showing, passed about one mile to the southward. I think she must have been a neutral boat. We tried to attract her attention by shouting, and the other ship's boat to the eastward burnt two red flares; but no notice was taken, a submarine ruse probably being suspected.

At dawn next morning there were only 11 all told left in the boat. About three hours after sunrise we saw a two-funnelled and two-masted steamer away to the southward, and our hopes were again raised. We hoisted a piece of torn flag on the one oar left in the boat, and the other ship's boat, which seemed to be floating high and well, also signalled. The ship, however, passed, westward bound, about three miles away. For the rest of the day we saw nothing. One of the native crew, about noon, managed to get a tin of biscuits from the locker in the boat under the thwarts, and we ate a little of this, though it was spoiled by salt water. We had then been nearly 30 hours without food or water. I myself had had nothing but a cup of tea and a biscuit since dinner on the 29th, I set the loss of the sun a good deal, as I had only a small khaki scarf for protection.

At sunset on Friday we had practically given up all hope of being saved. I said to my Scottish friend that it was the last sunset we should ever see, and he answered, "Yes, I'm afraid our number's up." I found it a great struggle to keep awake. The tendency to drowsiness was almost irresistible, but to fall asleep would have meant the end. We capsized once more about 7 p. m. through the Italian turning light-headed. He had yielded to the temptation to drink salt water. In this accident we lost the tin of biscuits and the red flares we had hoped to use during the night.

Then, about 8 o'clock, we saw the masthead lights of a steamer far away to the eastward. At first I thought it was only a rising star, for there was very clear visibility that evening. Presently I could discern her side lights, which suggested that she was coming pretty nearly straight for us. When she got closer we started shouting in unison. I led the men by calling "One, two, three—shout!" When the ship was half a mile away she ported her helm, stopped her engines, and appeared to be listening. We knew then that like other ships she expected a ruse and dare not approach until she had made further investigations. After some time she came nearer and we heard a shout from her bridge. Then her steam whistle was blown. I dared to hope, though hope had almost died within us. We tried to explain that we were helpless and had no means of getting alongside. Eventually the captain of this ship—Captain Allen—which proved to be the Alfred Holt steamer *Ningchow*, bound from China to London, very cleverly manœuvred her alongside our wreckage. We were by this time like a cracked eggshell. Bow lines were passed round us by a plucky Russian and an English quartermaster, and we were eventually hoisted on board. The captain and his officers did all they could for us.

I should like to mention that it was Mr. Allan Maclean—a Maclean of Duart, Isle of Mull—the third officer of the ship, who was the officer of the watch at the time and who first appears to have heard our cries. His alertness and keen sense of hearing were our salvation. I consider that it was a very courageous thing for the captain to stop for us, as he and his officers knew they were in the danger zone and ran the risk of being torpedoed themselves while they were helping us. Once on board we began slowly to recover from the exposure and our injuries. We arrived at Malta at dawn on January 3.

I have been asked by many people how long I could have held on to the boat. That I could not say, but I had made up my mind quite firmly as to how I would die. I was not going to be slowly drowned and battered to death by the waves, as a dozen or 15 men had died close to me in the boat. I also wanted to show the natives in the boat how a "sahib" would die in these circumstances. I had determined, therefore, when I knew the end was certain, to let the air out of my Gieve waistcoat and to slip quietly overboard and drown.

I would rather not speak about the thoughts which occur to one when facing death in this way for a long period, but they naturally centred around home and friends. Perhaps I may say that my knowledge of seamanship and boats and my love of the sea helped me greatly, and I think I can assert that never through the whole of the period from the blowing up of the ship until the present moment has my nerve been in the least affected. When one comes to think of the circumstances, however, I hold that our being saved at all was a miracle, just as much a miracle as many of those of olden times. We were fast approaching the final stage of exhaustion, and the chances of any vessel in the wide Mediterranean passing over a sport so close to us were infinitesimal.

In conclusion, Lord Montagu again expressed the opinion that everything possible was done by the commander, officers, and crew of the ship, and that so far as he could see the ship was in every way well found and the boats in good order and condition up to the time that the vessel was hit.—*The Times*, London.

WOMEN'S CANADIAN CLUB

The Memorial Hall was full to overflowing on the evening of Tuesday last, when the Women's Canadian Club held its February meeting, and the Rev. Mr. Barraclough gave his popular lantern lecture on "Turkey, Egypt and the Dardanelles." After the reading of the minutes the treasurer reported $25 balance in hand, and $128 given to Soldiers' Field Comforts during the month. The president, Mrs. Fred Andrews, announced that a committee composed of Mrs. Gifford, convenor, Mrs. T. T. Odell, Mrs. Ira Stinson, Mrs. Will Carson, and the Misses Dollie Andrews and Hope Sharp, had been appointed to work for soldiers' field comforts in March. She also said that the Club had distributed 16 gift-boxes to the recent St. Andrews recruits, for which they had received notes of thanks. After the president's address the choir sang the stirring chorus, "Soldiers of the King," the first vice-president, Mrs. G. H. Stickney, in her capacity of president of the St. Andrews branch of the Red Cross Society, thanked the lecturer for his desire that the proceeds of the collection taken at the meeting should be given to that society. In reply Mr. Barraclough said that he was glad to speak to the Women's Canadian Club, and proud also when he heard of the splendid patriotic work it was doing. He asked his audience to bear with him while he started the lantern. During the interval the choir rendered "O Canada", and Mrs. Austin Budd sang "Mother Macree."

Starting with a few pictures of prominent fighting men of to-day, Mr. Barraclough went on to show by maps the situation in the eastern war zone. Views of Constantinople and the Bosphorous were then put on the screen, and a slight sketch of the history of the city was given. Other views of Arabia, the Red Sea, the Suez Canal and Egypt followed. Those showing the city of Cairo, the pyramids and the Sphinx, the Assuan Dam, and the river boats on the Nile, were specially enjoyed. Mr. Barraclough spoke of Egypt's part in the present war, and the great power that Islamism held. He declared that a religious war organized by Mohammedans would be no contemptible complication of the present crisis. In concluding he apologized for the indistinctness of his slides, caused by the use of acetylene gas instead of electric light, which alone could pierce their heavy coloring. After a unanimous and hearty vote of thanks to Mr. Barraclough had been passed, the President said she hoped all the men present would take to heart that evening's experience. They could now realize the inconvenience which was caused by the lack of electric light, and it was their part to do their best to pull St. Andrews out of its age of darkness. The meeting closed with the selection "Till the Boys Come Home," by Miss Bessie Hibbard, assisted by the choir; followed by the National Anthem. The collection taken at the door amounted to $25.11.

RED CROSS SOCIETY

The St. George Branch of the Canadian Red Cross Society, Mrs. W. H. Johnson, Secretary, acknowledges the receipt of subscriptions for January, 1916, to the amount of $81.80, as follows:—

Epps & Mearing $15, H. R. Laurence $10, T. O'Brien $5, Dr. Taylor $5, Hazen Magee $5, Mrs. J. S. Clark $5, Helen Clark $5, Chas. Lynott $1, Mrs. McMillan $1, Mr. Arnold $1, Miss Frauley $1, Mrs. Jas. MacKay $1, Mrs. A. C. Toy $1. The following contributed 50¢ each: B. Campbell, Mrs. Jas. V. Spinney, Mrs. N. Spinney, Dr. Alexander, Roy Morin, Mrs. Alexander, A. C. Grant, Mrs. W. Campbell, Mrs. D. Campbell, Mr. and Mrs. Chase, Mrs. H. R. Laurence, Mrs. Jas. Bogue, Mr. and Mrs. Johnston, Rev. Jos. Spencer, Miss A. Phillips, Hector MacKenzie, Miss Hennessy, Miss F. Hibbard, Miss Smith, Mrs. Chas. Johnson, Wm. Mersereau, Mrs. Wm. Mersereau, Mrs. A. Cross, El Craig (for Dec.). The above contributions total $67, the balance of $14.80 having been contributed by 80 other persons in small amounts varying from 40¢ to 5¢. The Society has received from the Letite Branch since Nov., 1915, 49 pairs Socks, 28 Field Shirts and 26 Hospital Shirts. A box shipped to St. John on Jan. 31, contained 101 pairs Socks, 51 Hospital Shirts, 33 Field Shirts and 5 Operation Stockings. Distributed and collected by Miss Edith, at St. George, 20 pairs Socks and 8 Hospital Shirts; by Mrs. O. H. Chubb, at Letite, 10 pairs of Socks and 10 Field Shirts; by Mrs. J. R. MacCullom, at St. George, 9 pairs of Socks; by Mrs. Maccheus McGee, at Back Bay, 18 pairs of Socks and 18 Hospital Shirts; by Mrs. Irvine Gillmor, at Second Falls, 5 pairs Socks and 10 Hospital Shirts.

News of the Sea

——St. Vincent, Cape Verde Islands, Feb. 25.—Eight German steamships lying in the harbor here were taken in charge yesterday by officials of the Portugese Government.

——London, Feb. 28.—According to Lloyd's, the British steamer *Southford*, formerly the *Sindbad*, has been sunk. Eleven of the vessel's crew were saved. Two were killed. The *Southford* was a vessel of 897 tons.

——London, Feb. 26.—Lloyd's announces the sinking of the British steamers *Denaby*, of 2,987 tons, and *Tummel*, of 531 tons. Seven members of the crews are missing. Of five survivors, who were picked up, two died.

——Amsterdam, Feb. 24.—The small Belgian steamer *Zeebrugge VII* was sunk by a German submarine off Noordhinder lightship yesterday. After the crew had left the vessel was blown up with bombs.

——Copenhagen, Feb. 24.—The Swedish steamer *Roland*, 4,227 tons, which sailed from a Norwegian port for Hartlepool, just after concluding a voyage from Philadelphia, has been lost in the North Sea. The crew was saved.

——London, Feb. 24.—The government has decided that the steamship *Mauretania* can be released from hospital duty and returned to her owners. This statement was made in the House of Commons to-day by Thomas J. MacNamara, financial under secretary.

——Stockholm, Feb. 24.—The American tank steamer *Polarine* went ashore Wednesday near Helsingborg. The steamer *Pioneer* was summoned by the wireless of the *Polarine* and proceeded to the scene of the wreck from Copenhagen and is assisting the tanker.

——London, Feb. 26.—The British steamship *Suevier*, from New York Feb. 11, for Havre, has been abandoned afire at sea, according to a dispatch to Lloyd's from Inishtrahull, Ireland. All the members of the crew are reported to have been taken off by another steamer.

——Flushing, Holland, Feb. 27.—The mail steamer *Mecklenburg*, of the Zeeland line, ran on a mine while on a voyage from Tilbury to Flushing. The vessel was lost. Officials of the line state that the passengers and crew and the mails were saved.

——London, Feb. 27.—The steamer *Birgit* has been sunk. Seventeen survivors have been landed.

There are three small steamers of the name of the *Birgit*, according to shipping records, two Swedish and one Norwegian. The largest of the three is 229 feet long and of 1,117 gross tons. This vessel flies the Swedish flag.

——London, Feb. 26.—The Wilson liner *Dido*, 4,769 tons, was sunk this morning, according to the *Central News*. The captain and two of the crew were landed by a Belgian steamer. The *Dido* carried a crew of twenty-nine men, and it is feared there has been considerable loss of life.

The British steamer *Fastnet*, 2,227 tons, has been sunk. The crew were saved.

——Rotterdam, Feb. 23.—The Dutch tank steamer *La Fandre*, belonging to the American Petroleum Company, sank on her voyage from New York to this port. The second engineer and a seaman have reached here on board a British steamer.

The steamer *La Fandre* was 2,047 tons gross, was 270 feet long and 37 feet beam. She was built in 1888 at Newcastle-on-Tyne.

——London, Feb. 28.—The Russian steamship *Petshenga* has been sunk. Fifteen of those aboard were saved.

The *Petshenga* was formerly the German steamship *Erik Larsen*, which was captured by the Russians early in the war. She was of 1,647 gross tons, was 260 feet long, 37 feet beam, and was constructed at Luebec.

Seven of the *Petshenga's* crew were lost.

London, Feb. 28.—The bodies of eight sailors and the captain of the Wilson liner *Dido*, which was sunk on Feb. 26, were washed ashore to-day at Donna Hook, Lincolnshire.

The *Dido*, a vessel of 4,769 tons gross, carried a crew of 29 men. The first reports of her sinking said that the captain and two of the crew had been landed by a Belgian steamer.

——London, Feb. 28.—The sinking of the hospital ship *Mare Chiaro* near San Giovanni Di Medua, Albania, is reported in a dispatch from Rome to the Exchange Telegraph Company. The vessel is said to have struck an Austrian mine. It is reported there were numerous victims.

The steamship *Mare Chiaro*, 412 tons gross and 175 feet long, was built at Ancona in 1912, and was owned at Naples.

——London, Feb. 28.—The Norwegian steamer *Borgelen* has arrived at Hartlepool and reported the rescue, on Friday, in the North Sea, of five members of the crew of the French steamer *Trignac*.

Twenty-one members of the crew, the pilot and four French passengers are missing and are believed to have been lost.

The survivors were clinging to an upturned lifeboat when found. They reported that two violent explosions split the ship into three sections.

——London, Feb. 24.—The British steamer *Westburn*, which was taken into Santa Cruz, Teneriffe, Canary Islands, by a prize crew from the German commerce raider that captured the liner *Appam* and sank many other British ships, has been scuttled outside that port by her Teuton captors, according to a dispatch received by Lloyd's to-day. The German officer had asked the hospitality of the Spanish Government, pending the making of repairs, but was informed that he would have to leave in 24 hours or the ship would be interned. Whereupon he landed 206 prisoners taken from six British and one Belgian vessels and in three hours steamed outside of Spanish waters and sunk the ship, the crew returning to port in small boats to be interned.

——London, Feb. 24.—The German steamer *Hochfeld*, which was interned at Maderia early in the war, has escaped, according to a dispatch from Funchal. The *Hochfeld* is a steel steamer of 3,369 tons, and was built in 1895. It fled from Maderia under cover of night.

——New York, Feb. 28.—Fire broke out here to-day on the *Eurymachos*, a Russian ship laden with munitions of war, which was about to sail for Vladivostok. The fire was extinguished after the ship had been seriously damaged. The cause is unknown.

——Boston, Feb. 24.—The schooner *Horatio*, of New York, lumber laden, from St. John, N. B., to Bridgeport, was abandoned in a waterlogged condition eighty miles off Cape Ann on Tuesday, and her crew of six men brought into port to-day by the fishing schooner *Silvia*. The *Horatio* was caught in a heavy gale and was being driven far out to sea when she was sighted by the *Silvia*. The crew had suffered intensely from exposure.

——Boston, February 26.—The Eastern Steamship Company's liner *North Star* pushed into the mud of Castle Island in a heavy fog last night, while working her way into the harbor with passengers and freight from St. John, N. B., Eastport and Lubec, Maine. Captain Mitchell immediately accomplished a transfer of the 30 passengers in tugs in a pelting rain, and they were brought to this city. The steamer ran ashore at high tide and was still held fast at midnight. She was floated early to-day and docked at daylight. The steamer was not damaged.

——Nagasaki, Japan, Feb. 24.—Before sailing for San Francisco the captain of the American steamship *China* lodged a protest with the United States consul against the action of the British converted cruiser *Laurentic* in holding up his vessel off Shanghai on the last western voyage and removing 206 Germans, 8 Austrians and 2 Turks of militray age.

Twenty Germans, for the most part missionaries expelled by Japan from insular possessions, embarked on the *China* at Nagasaki.

——A cable from Havana received at Parrsboro on the 28th, states that the schooner *Wandrian* was lost 10 miles east of Havana, crew saved. The *Wandrian* was a tern schooner, registering about 300 tons, and was owned by Burpee L. Tucker, Hugh Gillespie & Co., James Walsh and Capt. McDade, all of Parrsboro, and Albert Parsons, M. P. P., of Walton. She was bound to Mobile in ballast to load hard pine and was uninsured. Captain McDade was sick at Mobile and unable to go on last voyage.

——London, Feb. 29.—The Admiralty to-night made public a list of "unarmed British vessels torpedoed and sunk by enemy submarines, without warning," up to the end of 1915. It comprises thirty-nine steamers and one trawler.

A list also was given of neutral vessels said to have been torpedoed in the same period without warning, consisting of thirteen steamers and one sailing vessel, of which two, the *Gulfflight* and *Nebraskan* were American, four Norwegian, four Swedish, one Dutch, one Danish, one Greek, and one Portuguese.

"In addition to the above," says the Admiralty statement, "there are several cases in which there is no reasonable doubt that the vessel was sunk by a torpedo, fired without warning from a submarine, but in the absence of proof, due to lack of survivors or from other causes, these cases are omitted from the lists."

——Boston, Feb. 26.—Rescued from a small disabled skiff in which they had drifted helplessly about the open sea for days during a 70-mile gale, terribly frost-bitten and without food or water, John Bowman and Nils Neilson, Cape May fishermen, were brought into Boston last night by the six-mastered schooner *Wyoming*, which picked them up ten days ago off the Jersey coast, just as they were settling down, desparing of all aid, to await relief from their fearful sufferings through death. While giant seas swept over them in below zero weather, and entirely at the mercy of the gale, the two fishermen fought for sixty hours to pilot their frail craft to shore. When found they were solidly encassd in ice. The roofs of their mouths were frozen so they could hardly whisper. The two had reached a stage where it was impossible to bail out their rapidly filling skiff or guide it over the mountainous waves that broke about them. That they were saved from death in the angry sea that night was by the barest chance. Captain U. O. Wolff, of Mahone, of the *Wyoming*, had just got his vessel under way after laying-to twenty hours in the storm, when he sighted the helpless skiff. Through his glasses he made out the signal of the frantic men. They had a small flag stuck on an oar, and supported the oar upright by holding it between them, shoulder to shoulder, because their frozen hands were useless.

CANADIAN PATRIOTIC FUND

The local treasurer, Mr. G. W. Babbitt, St. Andrews, acknowledges receipt of the contributions to the Patriotic Fund:—

(Deposited by George Holt, Bocabec)

March 1.

Henry Lee, Bocabec, monthly	$1.00
George Holt, " "	1.00
James Holt, " "	1.00
	$3.00

The treasurer, A. W. Ward, St. Stephen, N. B., begs to acknowledge receipt of the following contributions to the Canadian Patriotic Fund:—

Herbert C. Grant, New York	$ 10.00
Black's Harbour, per W. Connors, Treas., February	4.50
Sewing Circle of Upper Little Ridgeton, per Mrs. J. P. Forsythe, Treas	5.00
Received to date from Charlotte County Advisory and Co-operative Association	4,750.00
	$4,769.50

Minard's Liniment for sale everywhere

News in Brief

——London, Feb. 23.—Sweden will be allowed to import larger supplies of coal from Great Britain than hitherto, under a fresh arrangement of the British government. In return Sweden has consented to the export of certain articles, including pit props, to Great Britain.

Sweden will also transmit goods for Russia.

——Washington, Feb. 24.—David R. Francis, former Governor of Missouri, told President Wilson yesterday he would accept the post of Ambassador to Russia, to succeed Geo. T. Marye, who has resigned. His nomination will be sent to the Senate as soon as inquiry can be made of the Russian Government as to whether he is acceptable.

——Fredericton, Feb. 28.—Harold E. Barker, who secured over $1,200 worth of house furnishings, including a piano and gramophone, without any cash outlay, was this afternoon sentenced to three years in the penitentiary by Police Magistrate Limerick. Barker was charged with securing these goods under false pretences and pleaded guilty to all counts. He was also convicted of stealing a fur cap and was sentenced to thirty days in jail on this charge. Previously he carried on similar operations in other sections of the Maritime Provinces.

——London, Feb. 24.—Jabez Spencer Balfour, formerly a member of Parliament and head of the Liberator Permanent Building and Investment Society, which with its affiliated organizations failed in 1892 with liabilities of $41,804,000, died suddenly on Tuesday in a train near Newport, Monmouthshire. Balfour, after his financial difficulties, fled to Buenos Aires, where he was arrested in January, 1894. He was returned to England, where he served a term of twelve years in prison, being released in 1906.

——Ottawa, Feb. 26.—The report sent out some days ago that charred portions of the body of the late B. B. Law, M. P., had been found near the ruins of the Commons chamber, turns out to have been erroneous. What was found was a conglomerate mass which it was thought at first might have contained remains of a human body. Examination of this on behalf of the relatives of the late member, has, however, failed to show any recognizable traces of human remains.

The full sessional indemnity of a member of Parliament will be voted to the widow of the deceased member.

——Lisbon, Feb. 24.—The *Official Gazette* publishes the decree under which 36 German and Austrian merchant ships lying in the Tagus river were seized by the commander of the naval division here yesterday.

It appears that the seizure was under a law passed by parliament on Feb. 7. The premier in an interview affirms that the seizure is not an account of war but simply a measure in the public interests. The Portuguese minister in Berlin, has been instructed to explain to the German government the significance of the seizures and give assurance that the rights of the owners will be respected.

Portuguese crews have been placed on board the ships seized.

"I should think a big, healthy man such as you would be too proud to beg." "I am, lady, I am. And when I approached you I said to myself, "There is a sympathetic, high-minded woman, who will instantly hearken to an unfortunate man's request, and not humiliate him by forcing him to beg for the assistance he so sorely needs.'"—*Detroit Free Press.*

RECRUITING IN NEW BRUNSWICK

The following is the official report of the result of recruiting in New Brunswick during the week ending February 26:

Westmorland—	
Sackville for 145th Batt.	8
Moncton, for 145th Batt.	21
Dorchester, for 145th Batt.	1
Moncton, for 165th Batt.	18
	— 48
St. John—	
For 115th	25
For 140th	5
For 140th, recruited direct, West Side	8
For 165th	1
For No. 5 University Co.	1
	— 40
Victoria—	
For 115th	13
For 140th	5
	— 18
Charlotte—	
For 115th	11
For 64th	2
For Divisional Signallers	1
	— 14
Northumberland	10
Carleton—	
For 140th	7
For 104th	2
	— 9
York	9
Restigouche—	
Campbellton	6
Dalhousie	2
	— 8
Queens and Sunbury	4
Kent, for 165th Batt.	17
Kings	0
Gloucester	0
Madawaska	0
Albert	0
Total	177

L. P. D. TILLEY, Captain,
Organizing Recruiting Officer for N. B.

"Why do you call your mule 'Philippines?" "A gemman come along an' told me dat 'ud be a 'good name,' replied Mr. Erastus Pinkley. "I were 'scussin' de animal wit' 'im, an' I told 'im 'I wasn' made up in my mind whether I'd hold on to 'im or try to trade 'im off or lose 'im.'"—*Washington Star.*

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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.

Dress Up Month
may not make the person, but a smart tailored suit or coat, made-to-your-measure goes a long way toward keeping the reputation of the careful and refined dresser. We have just received additional—brand new styles of "Individual" tailored, fur-trimmed suits and coats; designed for this with its approaching cold weather. You should not delay another day to order your FALL SUIT. Come in now and let us take your measure. We will deliver promptly and see that you are satisfied. REMEMBER—THIS IS
"DRESS-UP MONTH"
E. B. STINSON, Merchant Tailor,
ST. ANDREWS, N. B.

If You Want To Save Money and Get The Best Goods At The Same Time, Come To R. D. Ross & Co.
We have the finest stock in the Maritime Provinces. Do not think we keep all our stock in our windows. Come in and see the 10ct. G. I. Ware we have. Also a great many bargains we have not room to tell about. Everything the best and cheapest.
Don't Forget the Place.
R. D. ROSS & CO.
ST. STEPHEN, N. B. NEAR POST OFFICE

¶ If a manufacturer does not think his goods worth advertising, it is a bit doubtful if they are worth buying

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Booklet describing our courses of study sent on application

LOSS OF THE *MALOJA*

Dover, Feb. 27.—The steamship *Maloja*, a 12,431 ton vessel, belonging to the Peninsular and Oriental line, struck a mine and sank within half an hour, two miles off Dover to-day. More than forty persons were drowned or killed as a result of the accident.

The *Maloja* left Tilbury only yesterday for Bombay, with mails, 119 passengers, of all classes, aboard, and a crew numbering about 200, most of them Lascars.

About twenty-five bodies from the *Maloja* have been landed at Dover.

The British steamship *Empress of Fort William*, of 2,181 tons gross, while attempting to rescue survivors, also struck a mine and sank. The crew of this vessel was saved. The *Empress of Fort William* was owned by the Canada Steamship Lines, Limited, and was built at Newcastle-in-Tyne in 1906, for the lake trade. She was 250 feet long, 43 feet beam and 25 feet deep. At the end of the St. Lawrence season she was fitted out for the British coastwise trade and left Montreal for Manchester late in November. She has since been employed between British and continental ports on time charter. She was commanded by Captain W. D. Shepherd, of Aberdeen, Scotland. J. Undall, of Montreal, was the only Canadian on board.

London, Feb. 28.—The owners of the Peninsular and Oriental line steamer *Maloja*, which struck a mine and sank off