

TRAVEL

CANADIAN PACIFIC

EXCURSIONS

From St. Andrews
\$13.95

Montreal and Ret.

Tickets on Sale
September 21, 22 and 23
Ret. October 9

September 28, 29 and 30
Ret. October 16



ASTERN STEAMSHIP LINES

ALL-WAY-BY-WATER

Low Fares

Return Limit 30 Days

BOSTON FROM PORTLAND

6.50	EASTPORT	\$6.00
7.50	CAULIS	6.50
7.50	ST. ANDREWS	6.75

FRONTIER LINE

Leaves Calais Monday, Wednesday and Friday at 8:00 a.m.; St. Andrews 10:00 a.m.; Eastport and intermediate landings. Return leave Eastport Tuesday, Wednesday and Friday at 7:30 a.m.; St. Andrews 8:45 a.m.; for Calais and intermediate landings.

INTERNATIONAL LINE

S. CALVIN AUSTIN AND GOVERNOR CORRIE

Leaves St. John Mondays, Wednesdays and Fridays at 9 a.m.; Eastport at 2:30 p.m.; for Calais, Portland and Boston. Return leave Central Wharf, Boston, Mondays and Fridays at 9 a.m.; for Portland, Eastport, Calais and St. John.

MAINE STEAMSHIP LINE

Leaves Portland and New York S. NORTH LAND and NORTH STAR S. NORTH STAR, Portland, Tuesday, Thursday and Saturdays at 6:30 p.m.

METROPOLITAN LINE

Leaves Portland and New York S. NORTH LAND and NORTH STAR S. NORTH STAR, Portland, Tuesday, Thursday and Saturdays at 6:30 p.m.

ASTERN STEAMSHIP LINES

Low Fares

ST. ANDREWS TO
Portland and
Boston

Return Limit 30 Days

Portland \$6.75
Boston \$7.25

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CHANGE OF TIME

and Manan S. S. Company

Run 1916-Grand Manan Route

and after June 1st and until further notice, the steamer "Grand Manan" will run as follows:

Leave Grand Manan Monday at 7 a.m. for St. John via Campbell, Eastport, and St. Andrews. Arrive at St. John at 2:30 p.m.

Leave St. John Tuesday at 7 a.m. for Grand Manan via Campbell, Eastport, and St. Andrews. Arrive at Grand Manan at 5 p.m.

Leave Grand Manan Wednesday at 7 a.m. for St. John via Campbell, Eastport, and St. Andrews. Arrive at St. John at 2:30 p.m.

Leave St. John Thursday at 7 a.m. for Grand Manan via Campbell, Eastport, and St. Andrews. Arrive at Grand Manan at 5 p.m.

Leave Grand Manan Friday at 7 a.m. for St. John via Campbell, Eastport, and St. Andrews. Arrive at St. John at 2:30 p.m.

Leave St. John Saturday at 7 a.m. for Grand Manan via Campbell, Eastport, and St. Andrews. Arrive at Grand Manan at 5 p.m.

Leave Grand Manan Sunday at 7 a.m. for St. John via Campbell, Eastport, and St. Andrews. Arrive at St. John at 2:30 p.m.

Atlantic Standard Time

L. C. GUTHRIE, Manager
Grand Manan.

RTIME STEAMSHIP CO., LTD.

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

Leave St. John, N. B., Thorne Wharf Warehouse Co. on Saturday, 7:30 a.m. for St. Andrews, calling at Digby, Bay of Fundy, Harbor, Black's Harbor, Bay of Fundy, Deer Island, Red Bank, St. George. Returning leave St. Andrews Tuesday for St. John, calling at Black's Harbor, St. George, Bay of Fundy, Harbor, Black's Harbor, and Thorne Wharf.

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

Phone 2881; manager, Lewis Connors, Thorne Wharf, N. B.

This company will not be responsible for delays contracted after this date but a written order from the Captain or Captain of the vessel.



REALITY OF A TRUE RELIGION

FOR some in all kinds of hypocrisy. No bodies yet are found of constant being. No inward nature, but an outward seeming. No solid truth, no virtuous holiness. But types of those which time makes more or less.

And from these springs, strange inundations flow. To drown the sea-monsters of humanity. With massacres, conspiracy, treason, war. By sects and schisms profaning Delly: Beads, with furies, fields, earth, air, and hell. They fit, and teach confusion to rebel.

But, as there lives a true God in the heaven. So is there true religion here on earth: By nature? No, by grace; not got, but given: Inspired, not taught; from God a second birth: God dwells just about us, and we know it.

Without God, there was no man ever good: Divine the author and the matter be. Where goodness must be wrought in flesh and blood: Religion stands out in corrupted things. But virtues that descend have heavenly wings.

—From A Treatise of Religion, by Sir Fulke Greville, Lord Brooke. (Born 1554, died 1633.)

"THE WEST COUNTRY"

There all the summer could I stay, For there's the timber and the King's reign. And Combs at the clear teign head—Where close by the stream you may have your cream All spread upon barley bread.

Then who would go into dark Soho, And chatter with dock-labored critics, When he can stay for the new moon hay, And startle the dappled Prickets?

THUS wrote Keats of the land of Devon: thus fell I. A few summers ago it was my privilege to spend some time in parts of Devon and Cornwall; and while the West Country proper includes in addition the counties of Somerset and Dorset, it is more particularly the two former that the lover of tradition, of folk lore and of historical association, is constrained to turn. The immediate reason for my being thus privileged was the undertaking of an investigation into the cream industry, and an account of the nature of the work an opportunity presented itself for seeing the people as they really are, and not as seen by the sightseer and the tourist.

To discuss cream and tradition is not a serious task, nor towards the land of the Devonians and the Cornishmen, no matter where be, the traditions and historical associations of his country are indubitably interwoven with his remembrance of the cream that has insured such lasting fame.

"Nothing on earth or in poet's dream Is so rich and rare as your Devonshire cream."

Using the bard, and as a description of the cream of two thousand years it is not too much to say.

Not only does the scion of the West Country experience a feeling of tenderness almost devoted towards the land of his fathers, but to no part of England is the world of the Western Hemisphere more closely wedded than to Plymouth of Devon; for was it not from here that in the days of long ago set sail the Pilgrim Fathers? I have seen the spot off which the pilgrims stepped when boarding their barque the Mayflower. It is marked by a little slab of stone and dated 1620. To-day the historic quay in the centre of the fishing trade of Plymouth—the picture scene of the city—stands green from which Drake and his fellows went forth when they set out to clear the seas. Close to Plymouth are the Government shipbuilding yards of Devonport where in normal times are employed many of the guardians of the empire.

The usual method of conducting an itinerary is to arrange as far as possible that turning back is avoided. I must be forgiven for transgressing for I would that we go back to Exeter, the hub of the Devon wheel, the capital of the county, the site of the smallest yet one of the most beautiful of the English cathedrals, and a city as old as the hills—the *Queen of the early Britons*. Some remains of the old Roman walls are to be seen but not in any degree of completeness as compared with those preserved in Chester, the capital of Cheshire. The buildings are fascinatingly old and picturesque, and one narrow little street—*Wine Lane*—is renowned for the simplicity of that narrow booth that within its bounds can be purchased all those luxuries delicacies for which its county has rightly attained its fame. I had the unique experience while in Exeter of staying for some days at a hotel which had successfully and with dignity weathered the storms of 400 successive winters, but just at that time was being prepared for the solemn rites associated with that distinguished corporation which sooner or later will be the lot of all. It was a weird experience, for I had begun to love the old place with its rambling rooms, its wainscoted walls, its broken timbers and its almost medieval atmosphere.

Tiverton, not far North of Exeter, is renowned as the seat of the old *Blackwell*—founded in 1604—one of whose most distinguished scholars was Richard Blackmore, the author of *Lycidas*. The whole of the West Country, however,

KILTIES' RECRUITING RALLY

The campaign for raising recruits for the 28th Kiltie Battalion was opened on Monday with meetings in each of the districts of the province. The St. Andrews meeting was held on the Market Square, the bandstand doing duty as platform. A more perfect evening for an outdoor meeting could not have been chosen, the still, starlit night made it possible for every large number of people to be present. The speaker, Mr. Douglas, acted as chairman, introducing Mr. Flowerfield, of Victoria, B. C., as the first speaker. Mr. Flowerfield, who is a native of the West Country, was a most interesting speaker. He spoke of the Kiltie Battalion as a body of men who were not only brave but also intelligent. He said that the Kiltie Battalion was a body of men who were not only brave but also intelligent. He said that the Kiltie Battalion was a body of men who were not only brave but also intelligent.

MR. LLOYD GEORGE'S GLOWING TRIBUTE

Paris, Sept. 11.

I have just returned from a visit to Verdun, where events, though not as sensational as the Somme, are, perhaps, more significant.

The man who, with M. Albert Thomas, is busy providing the Western Army with the necessary weapons, Mr. Lloyd George, was visiting the French front during my short excursion. From the Argonne, he came to the great cauldron of the battle, the city of Verdun, where the French warrior who governs what was once the city of Verdun, entertained Mr. Lloyd George and M. Albert Thomas at lunch.

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THE GREAT FEATS OF ARMS WHICH MAKE THE HISTORY OF FRANCE WHICH BETTER SHOWS THE HIGH QUALITIES OF THE ARMY AND THE PEOPLE OF FRANCE; AND THAT BRAVERY AND DEVOTION TO COUNTRY, TO WHICH THE WORLD HAS EVER PAID HOMAGE, HAVE BEEN STRENGTHENED BY A SANG-FROID AND TENACITY WHICH YIELD NOTHING TO BRITISH PLETHORA.

The memory of the victorious resistance of Verdun will be immortal because Verdun saved, not only France, but the whole of the Western Hemisphere. The evil-working force of the enemy has broken itself against the heights around this old citadel as an angry sea breaks upon a granite rock. These heights have conquered the storm which threatened the world.

I am deeply moved when I tread this sacred soil, and I do not speak for myself alone. I bring to you a tribute of the admiration of my country, of the great Empire which I represent here. They bow with me before your sacrifice and before your glory. Once again, for the defence of the great causes with which its very future is bound up, mankind turns to France.

The audience, deeply moved, remained completely silent throughout the speech. Then, with a gesture which brought the whole assembly to its feet, Mr. Lloyd George exclaimed:—"A la France! Aux hommes tombés sous Verdun!"—Correspondence of The Times, London.

PORTUNES FOR SHIPOWNERS

The demand for ships of every sort continues unabated, and boats of all sizes and sizes high in the market. The conditions are so favorable for the sale of vessels that a number of private shipping companies are disposing of their boats with winding up because they can get such sums that, having regard to the depreciation of the boats, it would seem to be more profitable and prudent to realize their assets outright than to continue to rely on earning capacity.

Latest instances of steamers sales this year show an average price obtained of \$22,156 per ton, as compared with \$20,560 per ton in 1915, and about \$5 per ton in 1913, which may be taken as a normal season. In the early part of 1916 average prices were about \$17 per ton, so that this year alone a rise of 35 per cent. has been recorded. The age of the vessels runs up to forty years, and the price received varies from about \$3 to \$33 per ton.

One ship which cost \$80,000 to build in 1912 has just been sold for \$180,000, and another, constructed in 1902, has been disposed of for \$235,000, though it realized only \$75,000 last year, and \$150,000 in 1913. An eleven-year craft which commanded \$28,000 in 1914 has now been sold for \$118,000 in 1915 and \$228,000 last year, has lately been knocked down for \$110,000.

All this is the outcome of a belief in shipping circles that enormous activity will prevail in the trade for some years.

—Weekly Scotman.

WHERE WAS MOTHER?

A farmer, noted for his absent-mindedness, went to town and transacted his business with the utmost precision. He started early in the morning, and he had the firm conviction that he had forgotten something, but what it was he could not recall. As he neared home the conviction increased, and three times he stopped his horse and went carefully through his pockets, but he was unable to find it. In due course, he reached home, and was met by his daughter, who looked at him in surprise, and exclaimed:—"Why, father, where have you left mother?"

News of the Sea

—London, Sept. 26.—The Norwegian steamer *Bufford* has been sunk, according to a Lloyd's dispatch from Barcelona. The ship was damaged. The *Bufford* measured 1,480 tons net.

—London, Sept. 23.—S. S. *Prince Harold*, which left London last night for Glasgow, has been taken by the Germans to Zeebrugge, Belgium, says a Renter dispatch from The Hague today.

—London, Sept. 27.—The British steamer *Braden* has been sunk, a Lloyd's announcement today states.

The *Braden*, a vessel of 4,250 tons gross, was last reported at Barry, Wales, on Aug. 25.

News in Brief

—Copenhagen, Denmark, Sept. 27.—Jas. W. Gerard, the American ambassador at Berlin, and Mrs. Gerard, will sail for the United States tomorrow. The ambassador goes home to inform his government of conditions in Germany, and will return to Berlin in six or eight weeks.

—Ottawa, Sept. 24.—It is officially announced through the chief press censors' office that the following troops have arrived safely in England:

12th Field Artillery Brigade, Amherst; 1st, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

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For Automobiles
For Motor Boats
For Lighting
For Telephones
For Alarms

"Black Cat"
AND
"Columbia"
Batteries

STAND FOR HIGHEST EFFICIENCY

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

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

KENNEDY'S HOTEL

St. Andrews, N. B.

A KENNEDY & SON PROMOTORS

Beautifully Situated on Water Front. Near Train and Steamboat. All Rooms Steam Heated and supplied with Hot and Cold Running Water.

RATES: \$2.00 to \$2.50 per day. Special rates by the week.

THE ROYAL HOTEL

ST. JOHN, N. B.

THE RAYMOND & DOHERTY CO., LTD.

200 Rooms, 75 with Private Bath, Elevator and All Modern Conveniences. Rate, American Plan, \$3.50 a Day. Room and Private Bath \$1.00 Extra.

H. A. DOHERTY & T. K. RAYMOND, MANAGERS

We have just received a full assortment of the

Famous Tooke Brand Shirts

Collars and Ties

For the SPRING TRADE, and would gladly have you call in if wanting anything in this line

Our Stock of Suitings
IN ALL THE LATEST SHADES

is also open for your inspection. Let us help you with that NEW SPRING SUIT

STINSON & HANSON
HANSON BLOCK
ST. ANDREWS, N. B.

We have in stock a splendid line of

GOBLETS, TUMBLERS, SHEBBETS

and everything to hold Cool Drinks. These are in all styles and at all prices, from the neat thin plain Tumbler at 50 cents per dozen to the most elegant Cut Glass. We have a very neat Cut Glass Tumbler which we are selling at \$4.00 and \$5.00 per doz. We also have a GOOD LINE of GLASS PITCHERS

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

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 Sept. 23, is as follows:

242nd Forestry Battalion	3
9th Signal Battalion	1
239th R. C. C.	2
No. 2 Construction Battalion	1
8th Field Ambulance Train	9
Restigouche County—	15
132nd Battalion	4
22nd Battalion	1
171st Battalion	1
8th Royal Rifles (Que.)	4
Northumberland County—	5
Canadian Engineers	5
22nd Battalion	6
171st Battalion	1
23rd Battalion	1
Home Service	1
Carleton County—	14
26th Battalion	2
No. 2 Construction Battalion	5
Victoria County—	7
10th Battalion	1
Home Service	1
Westmorland County—	4
26th Battalion	1
10th Battalion	1
22nd Forestry Battalion	1
York County—	3
26th Battalion	1
10th Battalion	1
22nd Forestry Battalion	1
Westmorland County—	3
Canadian Engineers	3
22nd Battalion	1
171st Battalion	1
23rd Battalion	1
Home Service	1
Carleton County—	14
26th Battalion	2
No. 2 Construction Battalion	5
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22nd Forestry Battalion	1
York County—	3
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10th Battalion	1
22nd Forestry Battalion	1

HALEY & SON
ST. STEPHEN

What do you understand by suffering for righteousness' sake? questioned the Sunday-school teacher. "Please, miss, I mean havin' to come to Sunday-school, answered little Jack.—Life.