THE CHARM OF ASSENT

WISEACRES know what an inscrutable thing is the mind of the public. All we ordinary people, however, think that we can read it, and in these days of stress and conscious corporate feeling we daily, we might say hourly, declare it. But the odd thing is we all differ about it. "Every one says so-and-so," exclaims one man; "Every one thinks such-and-such," says another; and the two assertions do not coincide. "All the soldiers say this," says a third; "All the soldiers say that," maintains a fourth. Each man reports quite sincerely what he hears or overhears in clubs, trains, and 'buses, at work or leisure, in every circle or circumstance. He cannot doubt, he says, what the public think about this person, or that measure, or the other situation. Neither can the man who has given a diametrically opposite account. What is the reason of this divergent evidence? All the witnesses are trustworthy, perhaps all live under much the same conditions. It is not a case of each man repeating the opinion of his own separate circle. Their means of knowledge are equal, and they are equally conscientious. It is impossible altogether to account for the disparity, but we believe that the subtle charm of assent casts a light upon the mystery. It is a charm which can never be logically explained, but it is always making itself felt. Setting aside a few detached observers and a few mental swashbucklers who are for ever seeking whom they may contradict, we are all listening always to hear something that we can agree with. Nothing else makes any impression upon our memories unless it is put in some startling form, in which case we regard it as eccentric and negligible, or perverse and insincere. Our ear is caught by the sound of our own opinions just as it may be caught by the sound of our own names. Many of us, too, hear the sound of assent when no real assent was intended. We miss our interlocutor's attempts at qualification, and do not perceive that in all his talk he is keeping open a door through which he can at a pinch slip away to an opposite conclusion. An audience may very likely take quite a different view of the upshot of his words from the one by which his immediate listener is impressed.

All this, it may be said, has some truth in it; but it is a very partial explanation of the puzzle confronting us, and sometimes, when we hear educated men contradicting themselves about the opinions of an educated public, we find it difficult to banish the cynical suggestion that they have been purposely deceived by persons who desired to placate them, and so pretended agreement. No doubt frankness is a rarer quality than frank people are apt to suppose, and a vast number of people in all ranks of life who would not lie think no harm whatever of concealment. We heard the other day of a small tradesman who, being asked by a customer to sign a political petition on the ground that he had frequently expressed agreement with it, refused point-blank to lend his name to any such an expression of opinion. He made a practice, he said, of agreeing with every customer who crossed the threshold of his shop, but when it came to so definite an expression of conviction as was involved in the signing of a document he always declined, preferring not to divulge his private sentiments. We believe that to a large extent people in different strata of society do refuse their true minds to each other, and as a rule their method of refusal takes the form of a vague assent. It is by no means the less-educated class who have a monopoly of that form of conventional deception. How often have we heard an employer confess a like expedient. "I was very much put to it to answer a man in my employ the other day," he will say. "I did not want to be misunderstood," he will continue; by which he means, as a rule, "I did not want to be definitely understood at all."

Whenever a person is conscious of a lesser fund of information than the person he is talking to, he will of course be more inclined to feign assent than if he felt himself to be upon the same intellectual plane. We should all think twice before correcting the figures of a great mathematician, though we know he is just as likely to make a slight mistake in common arithmetic as we are. Again, we may often see an able man, whose knowledge is chiefly from books, and hesitate to contradict a comparatively ignorant speaker who has some practical experience upon the subject in question. Assent is by far the best vehicle of reserve. The man who contradicts is on his way to confide. He owes his confidence to the man he has corrected. When we speak of reserve, we mean as a rule pride. If we think of the most popular and sympathetic men and women of our acquaintance we shall find that a very large proportion of them are extremely reserved, though they have a superficial reputation for frankness. They talk little of themselves, their ideas or their convictions, and it is often with something of a shock that we find out after years of intimacy what these are. We thought that they agreed with us, but they do not. Some duty, or some sudden sense of indignation or distress, wrings from them their real thoughts and we are startled. We mistook the nature of their sympathy. They have assented, but they have not assented, and we have been in a measure deceived. This form of reserve always goes with charm, about which there is of its very nature something incomprehensible. There are a few very delightful and healthy-minded persons who are born wrestlers. They love to be in opposition; they throw down the glove to every talker; they would as soon think of taking up an attitude of sympathetic agreement as they would think of spending their free time in dozing by the fire. Such men and women have a tonic effect, but there are not very many of them. Most people who seek occasion to differ are very unpopular. The man whose instinct it is to agree with what is said to him, and to enhance the proposition by corroborative evidence, is usually accounted good company. "Do not contradict," we say to children when we are seeking to enter them in the art of life; and Kings, before whom that art must be practised to perfection, are, we suppose, never openly contradicted by any one. The privilege, we imagine, would greatly smooth life, and throws some light upon the rather dark saying, "as happy as a King."

A man very eager for the truth will, especially in youth, feel the temptation to wrangle, both in the original and the modern significance of the word. On the other hand, every one who is eager to be taught must to some extent assume assent. If we want to know what some one has to tell us, we must talk to him in his own language, and find means to agree with him. The word "agreeable," as it is commonly used, is a perpetual witness to the charm of assent.—*The Spectator.*

GERMAN SUBMARINE IN BAY OF FUNDY

St. John, N. B., Aug. 5.—The four-masted schooner *Dornfortein*, launched at the Strait Shore, St. John, a few weeks ago, was captured and burned to the water's edge on Friday afternoon last by a Cerman U-boat off the Atlantic coast. The ship encountered the enemy craft at noon and after holding her crew on board for five hours the Germans told them to take to their life boats and row for the nearest shore. The captain of the *Dornfontein* and the members of his crew arrived in this city about 10 o'clock Saturday evening. They were none the worse for their experience and went immediately before the naval authorities to give a full report of what happened. They were iustructed not to talk about the attack in anyway.

It is reported that the enemy craft which destroyed the *Dornfontein* was the *U-56*, one of the latest type of German submarine. After taking from the ship all her valuables and food stuffs, as well as a large quantity of gasoline, which was stored on board to be used for motive power for the hoisting apparatus, the Germans started a fire in her forecastle and another in her after cabin and the ship burned to the water's edge. They explained to the men of the *Dornfontein* that they did not want to waste a torpedo upon her.

A member of the U-boat crew told a member of the crew of the *Dornfontein* that there were but four German submarines operating in Atlantic waters but that more would come later and they made other statements easily recognized as German propaganda calculated to cause alarm among the civilian population in coastal towns and villages.

It was about 12 o'clock, noon, on Friday when the submarine was first sighted by the crew of the *Dornfontein*. The man who was at the wheel at the time was relieved just about that moment and went to the forecastle to get some dinner. He had just entered the forecastle and had time to seize a potato when the alarm came that they were being shelled. In spite of the alarm he grabbed up a hot biscuit that had just come from the galley, in case of any emergency that might arise. Going on deck, the enemy vessel was seen to be some miles away and apparently was a tug boat, as a matter of fact it was one of the Kaiser's submarines and about five or six miles away.

Definitely determined that it was an enemy craft rather than a peaceful one there came a shell screaming through the air and it struck the water about amidship of the *Dornfortein* but short, and thereby avoided doing any damage. There was sufficient warning in its message, however, to make the captain trim sails and prepare to heave to. Soon following on the first shell came a second, this one fell aft by thirty or forty feet. The vessel by that time was rounded to and sails lowered awaiting further orders. The submarine gradually came up and soon came verbal instructions to send the crew by boat to the submarine. This order was obeyed and the *Dornfontein's* crew were taken on board the German craft.

All but the captain were taken below, into the depth of the U-boat through the engine room and into a sort of a hold. The captain remained above, and what happened to him while they were aboard the U-boat none of the crew know. The crew spent five hours in the bowels of the submarine.

Dinner was served to the crew consisting of bully beef and rice. Some of the crew of the *Dornfontein* were afraid to partake of the refreshments offered on the grounds that all Germans were rotten and the food might very well be poisonous, but one of the Germans, noticing the evident reluctance said to them that they need not be afraid to eat as they were not after the sailors.

The *Dornfontein's* crew believed that they were not submerged while they were on the submarine, for the reason that there are two sets of stearing gear, one under operation while they were on the surface and one for under the sea. The latter was plainly discernible to a seafaring man and it was not worked while these men were on board, which leads them to believe that they were continually on the surface while they were on board the German boat.

An outstanding feature of their visit to the German craft was the desire of the Germans to learn news of the progress of the war. One member of the *Dornfontein's* crew said to them that judging from recent issues of the Canadian papers, "You are being badly beaten."

"Oh that's all right," one of the U-boat crew responded. "John Bull is crazy," making at the same time an imitation of the bull's horns with his hands at the sides of the head, "and Uncle Sam is windy."

A member of the German U-boat crew said that it was this very boat that set the mines which destroyed the American auxiliary cruiser *San Diego*, some little time ago off the American coast. It was also the belief of the men that the U-boat was on the lookout for a West India liner.

Members of the *Dornfontein's* crew say that many of the German men, particularly the officers, talked English fluently. Some of them wore on their caps the name of a German battleship; others had on caps the words "Undersea boat." They said that they had been out from Germany for some three months and that they expected to be back to Germady by October.

The local men say that there were seventy or more comprising the crew of the submarine, that the vessel was more than 200 feet long and that she mounted two guns the calibre of which according to the Germans was 5.9. When asked why they did not torpedo the schooner they said they did not want to waste a torpedo on her, for it was better for them to set fire to her.

It was about 5.30 p. m. on Friday when they were summoned on deck from the hold of the submarine. Then they were given orders to take to their lifeboats which were alongside.

"You know the direction of the land and you know the way the wind is blowing," said one of the officers, to the captain of the *Dornfontein*. "So take to your boats."

The Germans, however, robbed the craft of its sails and even took off the painter, so that a landing would not be affected so soon as to permit of effective pursuit of the U-boat.

The *Dornfontein* men think that they were then twenty-five miles away from land. They had a few biscuits and that was all their food supply. They pulled all through the night and on Saturday morning they reached shelter. There they were very kindly received and looked after and were transferred to the mainland. Later they came to St. John. They bring home with them nothing but their experience on a German undersea craft and the clothing they wore at the time at which they were attacked, for the members of the crew believe that the Germans stripped the ship of all that was valuable in the way of provisions and clothing, and ship's papers. Evidence of this is found in the fact that some of the undersea crew were enjoying prunes and other such things from the stores of the *Dornfontein*.

The *Dornfontein* was launched here at the Strait Shore by the Marins Construction, Canada, Ltd., on June 11, and hundreds of people gathered to witness the launching of this staunch ship. Her keel was laid down in October, 1917, and she was completed in 200 days. Her dimensions were: Length, 185 feet; depth, 14 feet 3 inches; beam, 40 feet; tonnage, 695. She was the first vessel to be launched from a local shipbuilding yard following the movement to rejuvenate the shipbuilding industry here; the first vessel to be launched here since the bark *Curelw*, built for William Thompson & Company in 1890, was completed.—*Telegraph.*

New York, Aug. 5—An Associated Press dispatch from Eastport, Me., says: "The hulk of the British schooner *Dornfontein*, burned by the crew of a German submarine Friday off the Atlantic coast, was towed into sheltered waters to-day, with her cargo of lumber still afire. The vessel, which was on her maiden voyage, was burned to the water's edge. After being stopped by a shot across the bow, the *Dornfontein* was boarded by a raidlng party from the U-boat. A plentiful stock of provisions, along with the personal effects of the crew, was taken by the Germans. Capt. Charles E. Dagwell and his crew, who put out in a yawl, reacked here on Saturday."

VALLEY RAILWAY COST $7,000,000

St. John, Aug. 3.—The report of the St. John & Quebec Valley Railway Company has been issued and holds much of interest to the people of this province.

It points out that the railway is completed between Centreville and Gagetown and the whole of the work has been paid for. The right of way has been settled with the exception of sixteen cases, twelve of which are through the city of Fredericton and are being acquired by the Canadian Government Railways on behalf of the company from the owners through the exchequer court under an arrangement between the former board of directors and the Government Railways. The cases have been heard, but judgements have not yet been given. Apart from these the total cost of the railway between Centreville and Gagetown has been $4,495,644.11.

The C. G. R. has been provided with terminals at Fredericton, says the report, and it is not necessary that the St. John & Quebec Valley Railway Company construct such facilities.

The company has received from the Dominion government the full subsidy granted in aid of this 120 miles of railway between Centreville and Gagetown and from the Prudential Trust Company that part of the trust fund applicable to this section.

It is expected that the railway between Gagetown and Westfield will be finished and ready for operation during this season. The estimated cost of this section is $2,420,708.64.

The board of directors, it is announced, has obtained a settlement of a long standing account with the C. G. R. in respect to which claims against the subsidy had been filed at Ottawa and the 40 per cent. rental above referred to had been retained by the Dominion government. As a result of the settlement of the claims have been released and the rental received by the province, and it has been agreed that the rental in future shall be paid at the end of every six months.

The board of directors report that with the more efficient operation by the C. G. R. of the section of railway between Centreville and Gagetown, the gross income therefrom could be greatly augmented. The service is very inadequate.

There is appended a full and technical report by the chief engineer of the road which deals with grading, bridges, and foundations and various sections of the proposed line where obstacles are to be met and overcome.

I bought a horse with a supposedly incurable ringbone for $30.00. Cured him with $1.00 worth of MINARD'S LINIMENT and sold him for $85.00. Profit on Liniment, $54.
MOISE DEROSCE.
Hotel Keeper, St. Phillippe, Que.

$5.00 Reward. Lost, Black and Grey Silk Handbag. Finder please return to Mrs. Henry Joseph at the Algonquin Hotel and receive the above Reward.
5-tf

LOST—a top off an ice-cream freezer, between McKay's Lane and Town. Finder please leave at Mr. William J. McQuoid's residence.
6-tf.

WANTED — Second Class Female Teacher. Apply, stating salary, to
H. H. BARTLETT,
2-tf. R. R. 1, St. Andrews, N. B.

ST. Andrews, N. B. Attractive cottage to let for the summer months. Completely furnished. Eight rooms and bath. Hot and cold water. Address
MISS MORRIS, St. Andrews, N. B.
50-tf.

FOR SALE—"Katy's Cove Farm," an ideal spot for a summer home. 30 acres. For particulars apply to
G. E. CHASE,
2-tf. St. Andrews, N. B.

FOR SALE—1 Driving Horse; 2 Work Horses; 1 Double Sloven, crank axle; 1 Cushion-tire two-seated Top Surrey; 1 Brass-mounted Double Driving Harness; 2 sets Single Driving Harness. Apply to
WM. J. McQUOID,
St. Andrews, N. B., Phone 29.
49-tf.

FOR SALE—Desirable property, known as the Bradford property, situated on the harbour side of Water St., St. Andrews, consisting of house, ell, and barn. House contains store, seven rooms, and large attic. Easy terms of payment may be arranged. Apply to
THOS R. WREN,
44-tf St. Andrews, N. B.

FOR SALE—My House on Adolphus Street, recently occupied by Mr. G. W. Babbitt, Manager of Bank of Nova Scotia. Ten rooms and bath-room, large dish cupboards, and plenty of closets throughout the house. Artesian well 250 feet deep; large soft-water cistern. Will include in sale two vacant lots adjoining, on Water Street, and a piece of land close to the shore, thus giving unobstructed view of harbor and water, and facilities for bathing houses. Occupation can be given at once. Address
MISS E. FRYER, St. Andrews, N. B.
49-tf

Caretaker and Matron Wanted

Tenders addressed to the undersigned will be received until September 15th, 1918, for Caretaker and Matron for St. Andrews Town Home, to take charge of home October 1st, 1918.
G. B. FINIGAN,
Chairman Poor Committee
St. Andrews, N. B.

MINIATURE ALMANAC

ATLANTIC DAYLIGHT TIME

PHASES OF THE MOON

August
New Moon, 6th ..... 5h. 30m. p.m.
First Quarter, 14th ..... 8h. 16m. p.m.
Full Moon, 22nd ..... 2h. 2m. a.m.
Last Quarter, 28th ..... 4h. 27m. a.m.

Day of Month	Day of Week	Sun Rises	Sun Sets	H. Water a.m.	H. Water p. m.	L. Water a.m.	L. Water p.m.
August							
10	Sat	6:28	8:39	2:43	3:07	9:17	9:38
11	Sun	6:29	8:37	3:24	3:47	9:53	10:16
12	Mon	6:30	8:35	4:06	4:29	10:31	10:56
13	Tue	6:32	8:34	4:50	5:14	11:12	11:39
14	Wed	6:33	8:32	5:38	6:03	11:56	0:26
15	Thur	6:34	8:31	6:31	6:56	0.44	1:18
16	Fri	6:35	8:30	7:29	7:53	1:19	1:38

The Tide Tables given above are for the Port of St. Andrews. For the following places the time of tides can be found by applying the correction indicated, which is to be subtracted in each case:

	H.W.	L.W.
Grand Harbor, G. M.,	18 min.	....
Seal Cove, "	30 min.	....
Fish Head, "	11 min.	....
Welshpool, Campo.,	6 min.	8 min.
Eastport, Me.,	8 min.	10 min.
L'Etang Harbor,	7 min.	13 min.
Lepreau Bay,	9 min.	15 min.

PORT OF ST. ANDREWS.

CUSTOMS

Thos. R Wren, ... Collector
D. C. Rollins, ... Prev. Officer
D. G. Hanson, ... Prev. Officer
Office hours, 9 a.m. to 4 p.m.
Saturdays, 9 to 1

OUTPORTS

INDIAN ISLAND.
H. D Chaffey, ... Sub Collector
CAMPOBELLO.
W. Hazen Carson, ... Sub. Collector
NORTH HEAD.
Charles Dixon, ... Sub. Collector
LORD'S COVE.
T. L. Trecarten ..... Sub. Collector
GRAND HARBOR.
D. I. W. McLaughlin, ... Prev. Officer
WILSON'S BEACH.
J. A. Newman ..... Prev. Officer

SHIPPING NEWS

PORT OF ST. ANDREWS

The publication of the usual shipping news in this column is suspended for the time being, in patriotic compliance with the request issued to all papers by the Admiralty.

CHARLOTTE COUNTY REGISTRY OF DEEDS.

ST. ANDREWS, N. B.
George F. Hibbard, Registrar
Office hours 10 a. m. to 4 p. m., Daily. Sundays and Holidays excepted.

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

R. A. STUART, HIGH SHERIFF

Time of Sittings of Courts in the County of Charlotte:—
CIRCUIT COURT: Second Tuesday in May and October.
COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year.
Judge Carleton

BELGIAN HARES FLEMISH GIANTS

Raise your own meat—Cheaper than poultry. Ask for our price-list of pedigreed and utility stock.
THE WEST HILL BREEDING CO.
204a Sanguinet Street. Montreal, Que.
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The Fall Term of The FREDERICTON BUSINESS COLLEGE
WILL OPEN ON
Monday, August 26, 1918
There is a greater demand for our graduates than ever. Get particulars regarding our courses of study, tuition rates, etc., and prepare to enter on our opening date. Descriptive pamphlet on request.
Address
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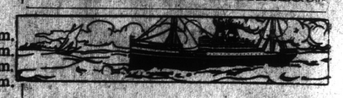
Doing Our Bit

The most patriotic service we can render is to continue to fit young people to take the places of those who have enlisted.
There will therefore be no Summer Vacation this year. One of the principals and other senior teachers always in attendance.
Students can enter at any time.
Send for Catalogue!
S. Kerr, Principal

SUMMER BOARDERS AT THE SEASIDE

I have opened my Cottage for a few Guests
Terms: $3.00 per day
Apply to
ISABELLE VENNELL
Campobello, N. B,
(FAMOUS SUMMER RESORT)

TRAVEL



Grand Manan S. S. Company

After June 1, and until further notice, boat of this line will leave Grand Manan, Mon. 7 a. m. for St. John, arriving about 2.30 p. m.; returning Tuesday, 10 a. m., arriving Grand Manan about 5 p. m. Both ways via Wilson's Beach, Campobello, and Eastport.

Leave Grand Manan Wednesday, 7 a. m., for St. Stephen, returning Thursday, 7 a. m Both ways via Campobello, Eastport, Cummings' Cove, and St. Andrews.

Leave Grand Manan Friday, 6 a. m., for St. John direct, arriving 10.30 a. m., returning leave St. John, 2.30 p. m., arriving 7 p. m.

Leave Grand Manan Saturday for St. Andrews, 7 a. m., returning 1.30 p. m. Both ways via Campobello, Eastport, and Cummings' Cove.

Atlantic Daylight Time.

SCOTT D. GUPTILL,
Manager.

MARITIME STEAMSHIP CO., LTD.

TIME TABLE

On and after June 1st, 1918, a steamer of this company leaves St. John every Saturday, 7.30 a. m., for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.

Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, Letite or Back Bay.

Leaves St. Andrews Monday evening or Tuesday morning, according to the tide, for St. George, Back Bay, and Black's Harbor.

Leaves Black's Harbor Wednesday on the tide for Dipper Harbor, calling at Beaver Harbor.

Leaves Dipper Harbor for St. John, 8 a. m., Thursday.

Agent—Thorne Wharf and Warehousing Co., Ltd., 'Phone, 2581. Mgr., Lewis Connors.

This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

CHURCH SERVICES

PRESBYTERIAN CHURCH—Revd. W. M. Fraser, B. Sc., Pastor. Services every Sunday, 11 a. m. and 7 p. m. (7.30 p. m. during July and August.) Sunday School, 2.30 p. m. Prayer services Friday evening at 7.30.

METHODIST CHURCH—Rev. Thomas Hicks, Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School 12.00 m. Prayer service, Friday evening at 7.30.

ST. ANDREW CHURCH—Revd. Father O'Keeffe, Pastor. Services Sunday at 10.30 a. m. and 7.30 p. m.

ALL 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.

BAPTIST CHURCH—Rev. William Amos, Pastor. Services on Sunday at 11 a. m. and 7 p. m., Sunday School after the morning service. Prayer Service, Wednesday evening at 7.30. Service at Bayside every Sunday afternoon at 3 o'clock except the last Sunday in the month when it is held at 7 in the evening.

The Parish Library in All Saints' Sunday school Room open every Wednesday and Saturday afternoon from 3 to 4. Subscription rates to residents 25 cents for two books for three months. Non-residents $1.00 for four books for the summer season or 50 cents for four books for one month or a shorter period. Books may be changed weekly.

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: 11.55 a.m.; 10.55 p.m.
Closes: 6.25 a.m.; 5.40 p.m.

Mails for Deer Island, Indian Island, and Campobello—Daily
Arrives: 11 a.m.
Closes: 12.30 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.*