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THERE IS A FIELD IN FLANDERS

[Extract from a letter from the Front. I saw a few wind-flowers the other day, and a vast meadow full of kingcups, and that was enough to make me happy for weeks.]

THERE is a field in Flanders Where yellow kingcups stand; Like fair princesses clad in gold Their joyous court they proudly hold In the gay meadow-land. There is a wood in Flanders, A little shimmering wood, Where wind-flowers sway among the grass And smile upon you as you pass As country maidens should. There is a bank in Flanders Where celandines a-blow Lift up their shining heads and peer To see their lovely image clear In a bright pool below. And you who go in English fields, O think not that our days Are wholly dark or wholly ill, For there are flowers in Flanders still And still a God to praise.

ROSE FYLEMAN, in *Punch*.

THE FIRST ENGLISH REGATTA

LADY Montagu's description of a regatta, or *fiesta* held on the water, which she witnessed at Venice, stimulated the English people of fashion to have something of a similar kind on the Thames, and after much preparation and several disappointments, caused by unfavorable weather, the long expected show took place on the 23rd of June 1775. The programme, which was submitted to the public a month before, requested ladies and gentlemen to arrange their own parties, except those who should apply to the managers of the Regatta for seats in the barges lent by the several City Companies for the occasion. The rowers were to be uniformly dressed in accordance with the three marine colors—white, red, and blue. The white division was directed to take position at the two arches on each side of the centre arch of Westminster Bridge; the red division at the four arches west the Surrey shore; and the blue at the four on the Middlesex side of the river. The company were to embark between five and six o'clock in the evening, and at seven all the boats were to move up the river to Ranelagh in procession, the marshal of the white, in twelve-oared barge, leading his division; the marshals of the red and blue, with their respective divisions, following at intervals of three minutes between each. Early in the afternoon, the river from London Bridge to Millbank, was crowded with pleasure boats, and scaffolds, gaily decorated with flags, were erected wherever a view of the Thames could be obtained. Half-a-guinea was asked for a seat in a coal-barge; and vessels fitted for the purpose drove a brisk trade in refreshments of various kinds. The avenues to Westminster Bridge were covered with gaming-tables, and constables guarded every passage to the water, taking from half-a-crown to one penny for liberty to pass. Soon after six o'clock, concerts were held under the arches of Westminster Bridge; and a salute of twenty-one cannons announced the arrival of the Lord Mayor. A race of water-boats followed, and then the procession moved in a picturesque irregularity to Ranelagh. The ladies were dressed in white, the gentlemen in undress frocks of all colors; about 200,000 persons were supposed to be on the river at one time. The company arrived at Ranelagh at nine o'clock where they joined those who came by land in a new building, called the Temple of Neptune. This was a temporary octagon, lined with stripes of white, red, and blue cloth, and having lustres hanging between the pillars. Supper and dancing followed, and the entertainment did not conclude till the next morning. Many accidents occurred when the boats were returning after the *fiesta*, and seven persons were unfortunately drowned. — *Chambers' Book of Days*.

BIOLOGICAL INVESTIGATIONS OF OUR WATERS

THE Atlantic Biological Station at Joe's Point opened for the season the week before last with the same staff in charge as during the season of 1917. Owing to the present conditions in the Universities, due to the war, and also owing to the fact that so much work is being carried on by the Biological Board at other points along the coast, the number of investigators at the Station this summer will be somewhat smaller than usual, in spite of the great need for expansion. Dr. Clemens of the University of Toronto, has been in St. Andrews for some weeks, although now absent for a short

time in Boston. He has undertaken the problem of finding out what can be done with the mutton-fish, a very fine fish indeed, which is taken rather abundantly all along our coast. It has not hitherto been used in Canada, but it will undoubtedly in the immediate future prove to be a food fish of considerable importance.

Dr. Connolly, of St. Francis Xavier's College, Antigonish, N. S., came to St. Andrews the week before last, and is engaged in a similar study. He is investigating the possibilities of starting a trade in the monk-fish, an immense, unappreciated animal taken by the fishermen of Campobello and Grand Manan, but which they now throw overboard. This fish has been sold in large quantities in other countries, notably in England, and is exceedingly palatable as well as most easily handled. Dr. Connolly will also pay some attention to the cat-fish, which is large, has a delicious flavor, and a beautifully white flesh. It, like the monk-fish, is taken at Campobello and Grand Manan by the line fishermen. Professor Prince has for many years advocated the use of the many excellent fishes that, for casual reasons, have not found favor with the Canadian public in the past, and he has particularly emphasized the importance of the cat-fish. It is a pleasure to note that local enterprise has already initiated the use of this fish, for the well-known St. Andrews firm of Gardner & Doone has been one of the first in Canada to start a trade in cat-fish, which began this spring. They are now shipping to points in Ontario and Quebec all of these fish that they can obtain, and this not only furnishes a new supply of food, sorely needed in these times, but also provides additional revenue for the fishermen.

Professor Prince and Professor Macalium, of Ottawa, are expected to come to the Station during the course of the summer, and Professor Bailey, of Fredericton, is planning to be here in August. A number of the investigators who will pry into the secrets of the ocean this season are ladies, among whom will be Miss Fritz and Miss Shanly, of Montreal, and Miss Mossop and Miss Fraser, of Toronto.

Professor Knight, who was lately in St. Andrews, is being assisted by a number of University men from Ottawa, Quebec, Kingston, and Halifax in a campaign of education among the fishermen of the Maritime Provinces with regard to the conservation of the supply of lobsters, which has been rather seriously depleted by overfishing. He is also undertaking a number of points along the Atlantic coast a series of experiments designed to solve the problem of how to increase the available supply of this important food animal.

The Curator of the Station, Dr. Huftman, who is here on a short visit of inspection, will be returning in a few days to the Miramichi region on the north shore of the Province, where an extensive exploration is being made of those warm and beautiful waters. Loggieville is serving as the base for this expedition, and the field-work is being accomplished by the Station's Motor Launch, *Prince*, under the charge of Captain Rigby and Mr. A. E. Calder, who lately made the trip to Loggieville from St. Andrews around the outer coast of Nova Scotia.

Professor Yachon, of Quebec, will work out the interesting physical conditions in the water which make the Miramichi river and bay so very different from the river St. Croix and Passamaquoddy Bay. Although so many miles to the north of us the Miramichi waters are very much warmer than those of Passamaquoddy, and they boast of large quantities of fish that are unknown or rare in our deep, cool bays. Oysters, mackerel, bass, shad, alewives, smelt, and salmon figure largely in the fishery returns of that district, while cod, haddock, and hake are few in number, and pollock and sardines unknown.

Dr. Cox, of Fredericton, and Dr. Mavor of Schenectady, will discover the fishes which have been neglected in the past but whose fishery should be developed, and they will endeavor to promote their use. Mr. Klugh, of Kingston, is supplementing the general work on the fishes and other animals of those waters by an intensive study of the seaweeds, which are very little known or utilized. The whole will form a very important addition to our knowledge of the nature and possibilities of the marine resources of our Province of New Brunswick.

NORWAY'S TOLL IN LIFE AND PROPERTY

London, June 15.—Norwegian seamen, to the number of 970, thus far have been killed as a result of submarine attacks on their ships, according to a statement made to the annual meeting of the Norwegian Shipowners Association, says a dispatch to the Exchange Telegraph from Copenhagen. The dispatch adds that the chairman of the War Insurance Committee said 685 Norwegian ships had been sunk and 668,000,000 kroner had been paid by the War Insurance Board.

FOUNDATION OF THE ORDER OF THE GARTER

IT is concluded by the best modern authorities that the celebrated Order of the Garter, which European sovereigns are glad to accept from the British monarch, was instituted some time between the 24th of June and the 6th of August 1348. The founder, Edward III, was, as is well known, addicted to the exercises of chivalry, and was frequently holding jousts and tournaments, at some of which he himself did not disdain to wield a spear. Some years before this date, he had gone some way in forming an order of the *Round Table* in commemoration of the legend of King Arthur, and, in January 1344, he had caused an actual round table of two hundred feet diameter to be constructed in Windsor Castle, where the knights were entertained at his expense, the effect being that he thus gathered around him a host of ardent spirits, highly suitable to assist in his contemplated war against France. Before the date above mentioned, a turn had been given to the views of the king, leading him to adopt a totally different idea for basis of the order. The popular account is, that, during a festival at court, a lady happened to drop her garter, which was taken up by King Edward, who, observing a significant smile among the bystanders, exclaimed with much displeasure, "Honi soit qui mal y pense."—"Shame to him who thinks ill of it." In the spirit of gallantry, which belonged no less to the age than to his own disposition, conformably with the custom of wearing a lady's favor, and perhaps to prevent any further impertinence, the king is said to have placed the garter round his own knee. — *Tighe and Davis' Annals of Windsor*.

It is commonly said that the fair owner of the garter was the Countess of Salisbury; but this is a point of as much doubt as delicacy, and there have not been wanting those who consider the whole story fabulous. Scepticism, however, rests mainly on the ridiculous character of the incident above described, a most fallacious basis, we must say in all humility, and rather indeed a support to the popular story, considering how outrageously foolish are many of the authenticated practices of chivalry. It is to be remarked that the tale is far from being modern. It is related by Polydore Virgil so early as the reign of Henry VII.

Although the order is believed to have been not founded before June 24th, 1348, it is certain that the garter itself was become an object of some note at court in the autumn of the preceding year, when at a great tournament held in honor of the king's return from France, garters with the motto of the order embroidered thereon, and robes and other habiliments, as well as banners and couches, ornamented with the same ensign, were issued from the great wardrobe at the charge of the sovereign. The royal mind was evidently by this time deeply interested in the garter. A surety furnished to him in 1348, for a spear play or hastilude at Canterbury, was covered with garters. At the same time, the youthful Prince of Wales presented twenty-four garters to the knights of the society. — *Chambers' Book of Days*.

TALE OF ITALIAN HEROISM

Venice, June 13.—Commander Rizzo, whose remarkable exploit in sinking two battleships in the Adriatic has thrilled Italy, tells a graphic story of the encounter in which he took part, and during which another Austrian battleship was either badly damaged or destroyed by another motorboat in charge of Commander Millazzo. It is possible that 2,000 sailors were lost during the encounter.

"I am sorry for the sailors who lost their lives," he said, in beginning his story, "but I am glad that we got the dreadnoughts. Why they had ventured out of Polo harbor no one knows, but it was certainly foolish for them to do so. "I was on patrol scout duty as usual off the Dalmatian coast near Pass Selve, between the Islands of Asinello and Prelude. I had just finished my patrol, and as it would soon be daylight, had turned for my base when about ten miles away I saw a great enveloping cloud of smoke. It appeared like a blot through the early light. I thought at first it was some boat which had discovered me and was giving chase. I determined that the safest course was to turn back and get it before it got me. Here is where my luck, as my friends call it, looked like misfortune, as it is no fun to be chased. "Anyway, I determined to make the best of a bad fix. After turning back, I said to my two crews of ten men to each boat: 'Follows the Italian scout boats have been waiting for two years, and the whole Italian navy has been trying to destroy Austrian ships for three years. Are you willing to risk all on a chance of obtaining glory and the country's grati-

tude?' To a man they answered, 'Yes.' "We were speeding back with our motors muffled when to my amazement I discovered two battleships surrounded by a number of destroyers which I later counted as ten. I assigned the second battleship to the other motorboat while I took the first.

"I slipped inside the line of destroyers between the third and fourth of these craft. I was not noticed in the light fog. The water was smooth and my torpedoes went off nicely. My first, with a 500 pound charge, struck her just aft the second funnel. As the torpedoes exploded I saw the mighty ship tremble, two great fountains of water rose high in the air, and black smoke welled up from the rents in her side.

"Then I ran for it, escaping between the second and third destroyers in the line. I was discovered by the fourth destroyer, which gave chase at a distance of 150 yards and firing on me. I was too close, however, to be hit. Then I dropped a depth charge bomb such as is generally used against submarines. Fortunately for us, it exploded under the destroyer. I saw her leap into the air, turn sharply and then stop, giving up the chase and permitting us to escape. The other destroyers were busy trying to save the lives of the sailors on the dreadnought.

ALGONQUIN HOTEL

On Thursday the Algonquin Hotel opened its doors for the season. There had been only one large change in the Hotel this year, an American soda fountain has been set up in what was formerly the bar. At it the thirsty one may obtain any known soft drink. The staff for 1918 is composed of:

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| Manager | A. Allerton |
| Accountant | O. W. Stinson |
| Stenographer | Miss E. Hewitt |
| Office | |
| Chief Clerk | Spencer Farmer |
| 2nd " | R. C. Forester |
| Night " | G. J. Scanlon |
| Mail " | N. McLean |
| News Stand | |
| Head Clerk | M. E. Elick |
| 2nd " | A. Storr |
| Telephone | |
| Operator | J. Donahue |
| Night Operator | N. Sheehan |
| Telegraph Operator | C. McCarroll |
| Passenger Agent | Rex Trenholme |
| Casino and Tennis | Fred Donald |
| In charge | C. Mitchell |
| Barber | J. Maloney |
| Cafeteria | C. E. Elick |
| Head Porter | L. Lacey |
| Housekeeper's Department | |
| Housekeeper | Mrs. E. Révere |
| Matron | Mrs. A. Tennant |
| Head Linen Keeper | Miss M. O'Connor |
| Asst. " | Miss L. Glover |
| " " | Miss H. Cheney |
| Upholsterer | W. Belanger |
| Dining Room | |
| Head Waiter | John A. McLean |
| Steward's Department | |
| Steward | Robert Turner |
| Receiving Clerk | H. E. Lynn |
| Head Storeman | Fraser Keyes |
| Chief | J. P. Connors |
| 2nd Cook | E. Murphy |
| Baker | J. F. Mullin |
| 2nd Baker | J. McCarthy |
| Head Store Girl | J. J. Murne |
| 2nd " | A. Garrett |
| Head Pantry Girl | E. McCarthy |
| Bell Boys | H. Woods |
| Head Bellman | R. Davies |
| Night Watchman | E. Davis |
| Constable | S. H. Rigby |
| Laundry | |
| Head Laundress | Mrs. L. Watson |
| Marker | Miss E. Johnson |
| Engineer's Department | |
| Chief Engineer | A. W. Mason |
| Asst. " | V. Greenlaw |
| Pump " | G. Malpas |
| Plumber | A. Dobson |
| Golf Club | |
| Golf Instructor | J. M. Peacock |
| Cashier | A. Lord |
| Matron | G. Lord |
| Orchestra | |
| Cellist, Leader | Miss S. E. Ames |
| Pianist | Mr. Tierney |
| Violinist | Mr. Fiedler |

A PERILOUS OBSERVANCE

Boots are now \$60 a pair in Constantinople, which must be a severe trial of faith for the true believer who must leave his boots outside the mosque when he goes in to pray. — *Ottawa Evening Citizen*.

"There's no such word as fail," quoted the resolute citizen. "I've heard that," replied Farmer Cornsowl. "I reckon the man who said that never had to sit up watchin' a young peach orchard." — *Washington Star*.

NEWS OF THE SEA

—London, June 13.—A British boarding vessel was sunk by a Teuton submarine on June 5, according to an official statement issued to-night by the Admiralty. Seven British sailors are missing.

—A Canadian Atlantic Port, June 13.—The Dutch steamer *Aloor*, 3,500 tons, Captain Becker, now flying the American flag, bound from a New England port for a trans-Atlantic port, went ashore at a point on the southern coast of Nova Scotia in a thick fog last night, and is now breaking up, according to word received by the Marine and Fisheries Department here this morning. The crew of thirty-five were saved.

—London, June 14.—The Swedish steamer *Dora*, 1,555 tons gross, has been sunk without warning (presumably by a German submarine), according to a dispatch from Copenhagen to the Exchange Telegraph Company. Nine members of the vessel's crew were killed.

—Washington, June 14.—The navy department was advised to-day that the British steamer *Keenan* had arrived safely at an Atlantic port. She had previously been reported a victim of the German submarine operating off the Atlantic coast.

—St. John, Nfld., June 14.—The Cunard liner *Assama*, bound from Liverpool for Montreal, went ashore early this morning on Caine Island, near Rose Blanche, about fifteen miles east of Cape Ray. The steamer will probably be a total loss. All of the crew and nine passengers were taken ashore.

—St. John's, June 14.—Latest reports from the steamer *Ascania* indicate that she is filling with water and has been abandoned by her crew. Eighty of these arrived at Port Aux Basques to-night and bring this news. They think that it is hopeless to try and refloat her.

She lies right across the harbor of Rose Blanche and blocks the channel there. Her captain and the rest of the crew are standing by the steamer awaiting the arrival of salvage steamers, but have little hope of saving her.

—New York, June 14.—The commander of the *U-151*, one of the German submarines which have been operating off the American-Atlantic coast, has been identified as Captain Neustidt, and he served five years as a gunner's mate in the United States navy, according to affidavits of officers and sailors of the *Halibut*, *Edna*, and *Hauptzeuge*, victims of the submarine. The documents were brought here to-day by naval reserve officers arriving from Cuba.

The submarine is manned by a crew of seventy-six, is 210 feet long, twenty-nine feet wide, has a shell of 3.4 inch steel, two 5.9 inch guns mounted fore and aft, is equipped with two periscopes, one over the conning tower and the other aft, has four stationary rapid fire guns on deck, below decks in racks, carries 100 rapid fire rifles, and had aboard eighteen torpedoes, according to the affidavits.

Captain Neustidt told his captives, they said, that his vessel left Kiel, April 14, and up to June 2 had sunk fifteen ships, six of which were American. From the schooner *Isabel S. Wiley*, the commander declared he took enough food to provision his craft for six weeks.

The U-boat skipper professed reluctance to sink American vessels, but said he had no alternative as he "had been ordered by wireless from Kiel to get busy or come home."

—A Pacific Port, June 15.—Messages received here to-day said the Pacific Steamship Company's freight and passenger steamer *Ravalli* was destroyed by fire *en route* to Alaskan points yesterday. When the fire was discovered the boat was beached and the passengers and crew put ashore.

The fire did not stop burning until it reached the water's edge. All the baggage was saved. The *Ravalli* was a vessel of 770 tons.

—London, June 16.—The British Admiralty announces that the area within five miles of where the Dutch hospital ship *Koningin Regentes* was sunk has been searched, and no mines have been found. But between June 2 and 7, nine newly-moored German mines were swept up in the track used only by Dutch ships engaged in repatriating British and German prisoners.

"It seems clear," says the statement of the Admiralty, "that the mines were laid to catch repatriating vessels on their passages west, and that the submarine which laid them remained in the route to sink the ships on the eastern journey, if not already sunk with British repatriated prisoners." It is remarkable that there were no German prisoners on the *Koningin Regentes* on this trip.

—Washington, June 16.—The Norwegian sailing ship *Kringsjaa* has been sunk by a German submarine ninety miles off the Virginia coast. The Navy

Department announced to-night that the crew have been picked up by an American warship, and are being brought to an Atlantic port.

The Norwegian barque *Samoa*, 1,051 tons net, from Buenos Aires, was sunk by gunfire from a German submarine about ninety miles off the Virginia coast at 8 a. m. Friday, June 14. The Navy Department announced to-day.

Fifteen members of the *Samoa's* crew rescued by a schooner and later transferred to another vessel which is bringing them to an Atlantic port.

—London, June 17.—The British armed mercantile cruiser *Patia*, 6,163 tons, was torpedoed and sunk by a German submarine on June 13th, according to an announcement made by the British Admiralty to-night. One officer and fifteen men are presumed to have been drowned.

—Washington, June 17.—Apparently avoiding the lanes of convoys floundered over seas, German submarines, which began operation in American waters May 25, are continuing their attack on unprotected prey. Their latest victims were unarmed sailing craft, the Norwegian *Kringsjaa* and the *Samoa* which were sent down some ninety miles off the Virginia coast.

Details of the sinking of the *Kringsjaa* still were awaited to-day at the Navy Department. First information that this vessel had been destroyed came in a brief radio dispatch late last night from an American warship, which had picked up all the survivors. The dispatch said the vessel had been sunk about ninety miles off the coast of Virginia, but did not say at what time or in what manner.

Twenty vessels—eleven sailing craft and nine steamers—are now known to have been sunk by the raiders. Six of these were Norwegian, one British, and the remainder American. Several of the American craft, including the oil tanker *Herbert L. Pratt*, have been towed to port.

SALVAGE OF SHIPS SUNK IN BRITISH WATERS

London, June 17.—From January, 1915, to the end of May, 1916, 407 ships sunk by the Germans in British waters have been salvaged, according to details of the work of the Admiralty Salvage Department, made public in the press to-day.

Up to December, 1917, 260 ships were recovered. In the present year to the end of May, 147 have been salvaged, the increase being due to improved methods, and not to the greater activity of U-boats.

Among the difficulties encountered has been the emission of poisonous gases from rotting cargoes of sunken ships which sometimes has caused the loss of life. One salvage ship was torpedoed, while working on a wreck, while sometimes the work of weeks is destroyed by the rough sea. Feats performed by the salvage department include the raising of a large collier sunk in twelve fathoms of water and involving a dead lift of 3,500 tons. Another vessel was lifted fifteen fathoms by the use of compressed air.

MUSICAL DISCIPLINE

A story is being told in France of a certain colonel, a strict disciplinarian, who has decided views on music. The other day he sent for the chief of his regimental band and delivered this scathing criticism: "I notice a lack of uniformity about the band which must be regulated. Yesterday morning they were out on parade, and the largest man in the band was playing a little bit of an instrument—flute or something of the kind—and you had the big drum played by a small man. That sort of thing doesn't look well, and must be attended to. I want the small men to play small instruments and the big men big instruments. And, another thing, I want the trombone players to align their instruments in and out in unison. It annoys me to see them all out of step with their hands." — *Manchester Guardian*.

MUST PAY FOR DAMAGE BY FOREST FIRE

Quebec, June 18.—A case that interests every farmer, homesteader, and lumberjack in the country was closed here in the Appeal Court, when a decision of the Superior Court condemned a homesteader to pay all damages arising out of a forest fire he caused. The case was that of Louis Collard, Joseph Villeneuve, and the Factories Insurance Company against Elie Gagne. In the Court, Gagne had been condemned to pay Collard \$5,679.28, with interest and cost; to Villeneuve, the sum of \$34.60; and to the Factories Insurance Company, \$1,000. These sums were claimed from Gagne because he was the cause of the forest fires that destroyed property belonging to the plaintiffs, the Factories Insurance Company also filing a claim for reimbursement on insurance paid.

The Superior Court condemned Gagne to pay all damages, and this decision has been maintained by the Appeals Court.