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PSALM C

BEFORE JEHOVAH'S awful throne
Ye nations bow with sacred joy:
Now that the Lord is God alone,
He can create and He destroy.
His sovereign power, without our aid,
Made us of clay and formed us men;
And when, like wandering sheep we stray'd,
He brought us to his fold again.
We'll crowd thy gates with thankful songs,
High as the heavens our voices raise;
And earth with her ten thousand tongues,
Shall fill thy courts with sounding praise.

Wide as the world is thy command,
Vast as eternity thy love;
Firm as a rock thy truth shall stand,
When rolling years shall cease to move.
ISAAC WATTS
(Born July 16, 1674; died November 25, 1749.)

CAP'N CALEB'S CAMOUFLAGE

HE was an object of interest in the bar of "The Sloop," for he was one of the crew of a vessel which had been torpedoed off the headland during the night, and he had been landed with other survivors at the fishing village that morning.
Yes, it gives yer a shock being torpedoed," he said in answer to a question; "but I'm alright now, and I'll be better when I've had some more beer. I ain't lost my thirst, not that you could notice, though I was blown up in the air when the torpedo 'it us, and came down in the sea."
The questioner took the hint and ordered another pint of beer, which the shipwrecked mariner drank deliberately with the air of a connoisseur.
"It ain't bad beer," that boss," he remarked politely to the landlord; "but I reckon a man would get water-logged before 'e could get drunk on it."

The landlord smiled and discreetly turned the conversation back to the subject of the submarine menace.
"No, I ain't afraid o' submarines, but my missus is," said the mariner; "that's why I'm 'ere. I've been torpedoed twice this year, and my missus is to blame. But it serves me right for listening to 'er and leavin' the old *Saucy Anne*."

"It all comes o' this camouflagin' idea," he went on with a heavy sigh. "If it ain't been for old Cap'n Caleb's camouflagin' the *Saucy Anne* the missus'd never 've got the wind up about submarines and I'd never 've been torpedoed. And I wouldn't be standin' 'ere now with a empty glass in 'and."

It was the landlord who took the hint this time and hastened to remedy the defect.
"It was like this, y' see," resumed the victim of camouflage when he had again refreshed himself. "I was third mate on the *Saucy Anne*—not that third mate meant much, 'cos the crew was only four all told and the *Saucy Anne* was a little old steamer o' two hundred ton gross. But she was a nice little craft, and old Cap'n Caleb Collins, what was master and owner, was one o' the best-treated us more like pals than a crew, 'e did."

"Five year I'd been third mate on the *Saucy Anne* when the war started, bringin' coal from Cardiff to Port Carbis and home reg'lar every ten days. Cap'n Caleb 'ad been doin' that for twenty year, and he jest went on doin' it and never worried himself about the war."

Then the German submarines started their dirty work and sunk a Port Carbis boat; but our old man took notice and kep' on sailin' reg'lar—said he'd like to see any blinkin' German tryin' to sink 'im. Well, two more Port Carbis vessels was sunk, and some o' the other skippers starts what they calls 'protectin' themselves'; but Cap'n Caleb never did nothin'. Then a chap in uniform comes down to Port Carbis and he starts explainin' this 'ere camouflagin' idea to the owners."

He paused to empty his glass once more, wiped his mouth with the back of his hairy hand and proceeded with his story.

"The officer, or whatever he was," tells Cap'n Caleb about paintin' the *Saucy Anne* to camouflagin' 'er, and the old man listens attentive. 'Yes,' says 'e, 'I see the notion, Sir. The old ship could do with a coat o' paint, 'er not 'avin' 'ad much this seven year, and I'll see about camouflagin' 'er myself. We've got some artist chaps 'ere in Port Carbis,' says the Cap'n, 'and I'll 'ave the *Saucy Anne* camouflaged proper,' 'e says."

"So Cap'n Caleb 'e lays the old ship up for a week, runs 'er inter a boat-builder's yard and gets an artist and a sign-painter from the town to come and 'ave a go at camouflagin' the *Saucy Anne*. He never let none o' the crew nor nobody see 'er, and when the painter was done 'e 'as 'er refloated, but with big tarpaulins 'angin' down 'er sides to protect the new camouflagin' paint, 'e says. Not till we was load-

ed and casting off from the quay does 'e let us reef them tarpaulins.

"I knowed there was something funny about us 'as soon as the *Saucy Anne* starts steamin' out o' the 'arbor, 'cos the crowd on the jetty starts runnin' along to watch us, and some o' 'em cheered and waved their 'ats. So I takes a good squint overside to see what our new camouflagin' looks like—and I nearly fell overboard with the shock when I sees what Cap'n Caleb 'ad 'ad done."

"There was a big Union Jack painted right down the bows o' the *Saucy Anne*; 'er sides was painted bright blue; and in white letters on 'em—big white letters you could have read a mile away almost—right along from the bows to the stern there was painted:—

"BRITISH—AND DAMN YOUR SUBMARINES!"

The listeners in the bar of "The Sloop" gasped, restrained an inclination to cheer, and some of them almost struggled for the privilege of buying the shipwrecked mariner more beer.

"Surprised? You're right," he resumed with a reminiscent grin. "I was surprised, so was the rest of the crew, and so was everybody in Port Carbis. When the bloke at the Admiralty station on the point outside the bay saw us 'e nearly 'ad 'ysterics and starts waggin' flags at us; but Cap'n Caleb takes no notice. 'I'll give 'em camouflagin', 'e says, looking as proud as Punch."

"Well, we gets to Cardiff, and a fine how-d'y-do there was there, I can tell yer. 'I reckon they think the *Saucy Anne* is the Royal yacht,' says the Cap'n solemn-like, when they starts cheerin' us from other ships and blowin' sirens, and a crowd comes down to the wharf to welcome us. We all had plenty o' free beer that night—all 'cept the Cap'n, 'im being a teetotaler and never drinkin' nothin' but gin."

"In the morning down comes an old chap with gold braid and brass buttons to the wharf, just as Cap'n Caleb was standin' admirin' the *Saucy Anne*. 'E takes a look at our ship, then 'e goes red in the face."

"Wet does this mean, Cap'n?" 'e says. "That's my camouflagin', Sir," says Cap'n Caleb, 'and that's my mother on the ship's side."

The old bloke in the gold braid starts argyfinin', but I could see 'e was laughin' inside, and presently he shakes 'ands with our old man, gives 'im a cigar and goes away."

"Well, to cut a long story short, we sails back to Port Carbis, and there's a crowd to meet us, cheerin' like billy-oh; but when I gets ashore there's my missus on the quay, cryin' 'er eyes out. Said she'd never expected to see me again, and begged an' prayed me not to make another voyage in the *Saucy Anne*. She said it was temptin' Providence to sail in a vessel painted like that, 'and we'd get torpedoed next trip as sure as sure."

"I argues with 'er till I was nearly black in the face, then I gives way and does what she asks for the sake of peace and quiet. Cap'n Caleb 'e said it was like desertin' in face of the enemy, but I left 'im for the sake of the missus and got another ship."

He gazed into his glass and mournfully shook his head.

"Yes, it's all the fault of the missus," he concluded with a sigh. "I tried another ship, and got torpedoed first voyage, and now 'ere I am torpedoed again. It's almost enough to make a man turn teetotal. The *Saucy Anne*'s still runnin' reg'lar and never been fouched; but I did 'ear 'as the Admiralty made Cap'n Caleb put some other kind o' camouflagin' on 'er."—Punch.

MOHAMMED V, SULTAN OF TURKEY, IS DEAD

Amsterdam, July 5.—Mohammed V, Sultan of Turkey, died at seven o'clock Wednesday night, according to a Constantinople dispatch received here yesterday, by way of Vienna.

Mohammed V, thirty-fifth sovereign of Turkey in direct descent of the House of Osman, founder of the Empire, came to the throne by a coup-d'etat on April 27, 1909, after having been held for thirty-three years a prisoner by his brother, Sultan Abdul II, in the royal palace and gardens in Constantinople. The scheming Abdul II intended that his own son, Prince Burhan Edine, described as the most brilliant and gifted of the princes of the House of Osman, should succeed him. But this plan was thwarted when parliament deposed Abdul and placed his prisoner brother, Mohammed Reschad Effendi, on the throne as Mohammed V.

The Sheikh-ul-Islam, head of the Moslem Church, drew up the decree of deposition, which passed parliament without a dissenting voice. Five minutes later, Mohammed, who during his imprisonment had had no experience in the duties of government, being purposely denied education in such matters by his brother, was declared Sultan. The same afternoon he

took the oath of fidelity to the Turkish constitution and 101 guns proclaimed the new sovereign.

Mohammed V was born in Constantinople November 3, 1845. He was of a studious disposition and read widely in Turkish literature. His long imprisonment with lack of exercise and rich living undermined his health, and several times he was reported dead. Seriously ill, his appearance showed the ravages of time and the worries of a steadily throne. By his enforced seclusion, he was totally unfit for public life and reported to have said regarding it: "During my imprisonment of thirty-three years my enemies have slandered me and called me a madman bordering on imbecility." He was characterized as good-natured, weak, and ingenious, with an almost infantile curiosity, and of a religious nature.

At his accession he espoused the cause of the Young Turks, the party which was in opposition to the form and ceremony of his brother's reign. Upon the deposition of Abdul, Mohammed was welcomed by them as a champion of freedom. He promised a progressive reign in a speech from the throne read by the Grand Vizier. He was, however, merely a pawn of the Young Turk party, although he sent out to the world the message that he had always been the ardent supporter of the cause of liberty, enlightenment, and progress.

His hand in the Government was never strong. Illness, a naturally easy disposition, and weak will-power kept him continually at the mercy of the Turkish officers and the liberal party. He feared deposition during the Turko-Italian war in 1911 and spent a night praying in the various shrines of Constantinople. He appealed to the army to be loyal to him, and said that their reasonable demands encouraged the enemy to attack the Dardanelles. He also lost most of his European dominions in the Balkan wars. The Young Turks invaded the palace in 1912 when Mohammed was reported to have become reconciled with his brother.

In 1914, at the outbreak of the present war, Mohammed issued a proclamation blaming the triple Entente with thrusting war on Turkey. He exchanged telegrams of greeting with the German Emperor, from whom he later received the Iron Cross.

When England and France declared that a state of war existed with Turkey he arranged to send troops to Germany whenever needed. In return, he was appointed Field-Marshal by the German Emperor, and received the baton of that office from Field-Marshal von Mackensen. In February, 1917, in a speech in Parliament, the Sultan promised Turkish participation in the war until the end, and declared the alliance forced him to break relations with the United States.

The Turkish Empire paid dearly for its entry into the great war. Russia overran Armenia and the British drove the Turks far up the valleys of the Euphrates and the Tigris and took Jerusalem, Baghdad, and other important cities from them with great loss of life and treasure. Under him Turkey has become virtually a German vassal in the autocratic scheme of the German powers for Teutonic ascendancy in central Europe.

The next heir to the throne, Yussuff Izzeddine, is the son of the late Sultan Abdul Aziz, and was, therefore, first cousin of Mohammed V. Mohammed's eldest son, Zia Eddine, a man now over thirty, is ninth in the line of succession.

EASTERN SPRUCE NOW USED FOR AIRPLANES

So great is the demand for airplane spruce by the Allies that eastern as well as Sitka spruce is now being used. Canada has large resources of eastern spruce, which has hitherto been used mostly for the manufacture of pulp, paper, and lumber, and the British War Mission is at present trying to secure in eastern Canada as large an amount as possible of the grades suitable for airplane manufacture. Eastern spruce has for some time been used for airplane construction in the United States, although only a very small percentage of this timber is sufficiently clear for this purpose. Tests made by the United States and Canadian governments show that where material of suitable quality can be found, this species serves admirably for airplane construction and may be expected to supplement the supplies of Sitka spruce from the Pacific Coast, which are only now beginning to approach adequate proportions.

The timber for use in airplanes has to be sawed parallel to the bark, instead of parallel to the axis of the log, as is done for lumber. In this way, straight-grained boards are obtained, having the highest possible percentage of material free from knots and possessing a maximum of strength.—C. L.—Conservation.

"The way to a man's heart is through his stomach." "Wives have been hearing that for years. But what's the way to his pocketbook?"—Louisville Courier-Journal.

CADDIE PROBLEM SHOULD INTEREST EVERY GOLFER

EVERY golfer is interested to a great extent in caddie welfare, for the boys play a large part in the game, either as a help or a hindrance. Going on this standpoint, the Brentwood Country Club recently issued a folder to its members on the caddie problem, which reads as follows:

"Both from the practical and psychological standpoint, caddies play an important part in the game, and their proficiency depends largely on the training and the relationship of their employers. There is nothing that will so quickly win the respect and heart of a boy as a few timely kind words, and a showing of appreciation for some service he has rendered. The boys are usually small and young, and are further handicapped by a bag of clubs that would be burdensome for a full-grown man to carry."

"Boys will be boys even when acting as caddies, and as such, if dealt with considerately and with patience, it is bread cast upon the water, and will bring its own reward in a cheerful, attentive, and willing service that under some circumstances might influence the winning of a match. The average caddie notices everything, and almost immediately acts according to his observations. One man will take a boy out, and after the game report him very good; the next day, a fellow member will have the same boy, and report him as being good for nothing. Both expect the caddie master to act according to their respective reports."

"The first man treated the boy well, took him into the game, as it were, asked his advice, and did not abuse him. If he carried it out badly, the second man started out wrong, excluded the youngster from the game, blamed him for bad shots, and so forth. The first golfer had the caddie on his side from the start; the second employer aroused his antagonism, with his opening remark. The best golf is secured only with the whole-hearted assistance of the caddie, and he can do more to injure the game than any other cause."

"Golf is the game for the successful business man, the real men of the country. These men wish to relax and so come to the golf course. The boy is quick to understand the class of men for whom he is working, and therefore becomes especially observant. When they lose self-control over a sliced drive, abuse the course, the club, themselves, and the caddie, that same boy makes a mental note of it, and does not forget it when next he is called upon to make a round of the links."

MATTER OF TIPPING

"The man who ill treats a boy at any club will notice in time that he cannot get good service from any of the caddies. Not only will that youngster be on the lookout for him when he next plays, but all the others whom he has told will also be watching. In other words, it has been passed around that the golfer is no good, and the boy who has to go with him is going to behave as only a boy can who thinks he is getting the worst of something."

"There is another point to be considered between the bag-toter and the player, and that is the tip. This is generally considered to be a good thing when bestowed as a reward for good service, in spite of the fact that many of the clubs forbid the boys accepting tips of any sort. Many players disapprove of the tipping system, asserting that the man who gives tips gets service that he cannot get otherwise. There is no doubt that a cash reward goes a long way toward getting good service, but in reality it is the conduct of the player that determines the degree of service. A caddie will often say of his employer: 'He is a good scout, even if he doesn't tip.' When a man hires a boy he does not merely hire some one to carry the clubs and watch the ball. He wants the lad to be capable of giving him advice, to keep his score, have the correct club handy for him, applaud good shots, and point out the reason for a bad one."

"Not long ago it was said of the bag-toter that he is the 'golf secretary,' yet how many men would treat their secretaries as they do their caddies? And yet the boy probably has a good education, comes from a good family, and is getting his first impressions of men from his golf experience. Considering the number of prominent golfers who have grown up from caddies, and the important positions they hold in the game, it is well to help as far as possible in the improvement work that is now going on all over the country for the betterment of the caddie."

SPIRIT OF THE RULES

Golf is a game, which, to be played correctly, must be played as originally intended, and yet without losing one's sportsmanship. In other words, the spirit of the rules must be followed. Ninety-nine times out of a hundred, the infringement of rules on the links are done in-

nocently, and there are those who claim that the great difficulty lies in the over-legislation of the game.

For instance, supposing a man's opponent is not familiar with the course, and there is a place where the stranger might not know he was not allowed to ground his club, it is just as much the man's duty to warn him in plenty of time as it is to tell him that he has infringed a rule.

Often a good putter concedes a putt to an opponent who might easily miss it, because the opponent gave him one of equal length. Yet the concessions are not of equal value, and the man who is deadly on the green should not be placed in the position of sacrificing his advantage there to some one lacking in generosity.

The majority of players are ready to acquiesce that it is better to have it understood that no putts should be conceded. Then the golfer need have no qualms about allowing his opponent to hole out shots which he himself would be practically certain of getting, but which the other man is quite likely to miss.—New York Evening Post.

FUR MARKET REACHES NEW HIGH-PRICE LEVEL

Furs have long been considered to be necessities rather than luxuries in Canada. The long, cold winters encouraged their use and the supplies, until recent years, were readily available. The general level of prosperity in Canada has been fairly high, and Canadians have been able to buy furs on any market. In the face of rapidly rising markets, the present abnormal war-time prosperity has enabled a large percentage of the population to maintain, or even raise, their standards regarding necessities.

But the line between luxuries and necessities is frequently not very clearly defined and the fluctuations of the market often determine whether a given commodity is really a necessity, or merely a luxury. During the past two decades, the prices of furs have risen steadily. Substitutes were found for many of the more costly furs, which, if available at all, were purchased only by people to whom the price was merely a secondary consideration. Since the war commenced, however, the prices of all furs, including the substitutes, have risen greatly, and trade opinion indicates that the high prices will continue to increase. Factors in a further rise in prices, it is contended, will be the import embargo placed on furs from many countries and the further depletion of the ranks of American and Canadian trappers by the war's demands for man power.

At the recent quarterly sale of raw furs in New York—at present, the most important fur market in America—more than \$4,000,000 worth were disposed of. This was the largest amount ever recorded at a sale in New York. Fashion kept a few furs down to former prices, but many others went up by leaps and bounds. Thus, northern wolf pelts advanced 140 per cent. for the season while south-western wolf pelts showed a total rise of 80 per cent. These instances, were in large measure, due to their being substituted for foxes, the catch of which was short. Muskrat showed a rise of 120 per cent and beaver 105 per cent for the season. With the exception of northern raccoon, which only advanced 15 per cent, the prices advanced from 30 to 140 per cent. for the season.

These increases are for raw furs only. When the increased cost of dressing, dyeing, etc., is added, the consumer will have to pay handsomely for the finished product and many may be led to conclude that, after all, furs are only luxuries anyway.—A. D.—Conservation.

'SEA FOOD SPECIALS' TAKE FISH INLAND

Ottawa, July 10.—Following a conference of the transportation companies, the principal shippers of fish, the Canada Food Board, and representatives of the Canadian Fisheries Association, called by the department of naval service, recently in Montreal, additional excellent transportation facilities for fish from the Atlantic coast to inland points have been provided. A train, to be known as the sea foods special, leaves Miramichi and Halifax on Thursday, Friday, and Sunday of each week. This train hauls refrigerator cars for the transportation of fresh fish, and is operated on an express basis.

UNPRECEDENTED FIRE WASTE

Up to the present, the fire loss of the Dominion of Canada is 25 per cent. greater than for the corresponding period of last year. If this rate of destruction continues, the loss will exceed thirty-two million dollars in 1918, and together with expenditures upon insurance and fire protection, will constitute a burden of over \$55,000,000. This means about \$10 out of the pocket of every man, woman, and child in Canada or almost \$40 for the average family.

NEWS OF THE SEA

—Quebec, July 2.—The wrecking steamer *Lord Strathcona*, with all her paraphernalia, has left the stranded Cunard liner *Ascania* on the Newfoundland coast and is expected here to-night. The *Ascania* is temporarily abandoned, but work will be resumed later.

—An Atlantic Port, July 4.—The Associated Press carried the following: In an attack by a German submarine on a convoy of merchant ships bound for America a vessel named the *Orissa* was torpedoed and sunk off the Spanish coast several days ago. The attack was reported on the arrival to-day of one of the members of the convoy, a big British passenger liner.

Another torpedo narrowly missed hitting the passenger vessel. Destroyers accompanying the fleet closed in and discharged depth bombs, passengers on the steamship said. They did not learn whether the U-boat was destroyed, nor did they know anything regarding the fate of those on board the *Orissa*. There are two British steamers named *Orissa*, one of 5,430 tons gross, and the other of 5,358 tons gross.

—Washington, July 5.—A German airplane was lost off the western coast of Judland last night with its crew, according to an official dispatch from Copenhagen. The plane was one of a squadron of four flying at full speed towards the south and was seen from the shore to fall. A Danish lifeboat went to the aid of the aviators but could rescue none.

—Washington, July 6.—The United States transport *Covington*, homeward bound after landing several thousand soldiers in France, was torpedoed and sunk in the war zone on Monday night. Six members of the crew are missing, but all the other men with the ship's officers have been landed at a French port. No army personnel or passengers were aboard.

The *Covington* was struck at 9.17, while proceeding with a fleet of other transports conveyed by destroyers. The submarine was not sighted. The transport remained afloat until Tuesday, but she was too badly damaged to keep afloat.

The *Covington* is the second of the great German liners seized at the outbreak of the war to be sent down, and is the third American troopship to be destroyed. All were homeward bound.

—Amsterdam, July 9.—The Bolsheviks are said to have sunk 36 merchantmen at the port of Novorossiysk, on the eastern end of the Black Sea, according to a Vienna dispatch to the Berlin *Tageblatt*. The dispatch states that the Turks have occupied the Black Sea coast as far north as Touap, 80 miles southeast of Novorossiysk, and has established shipping traffic with the city of Batum.

—London, July 10.—The following statement by the Admiralty was issued yesterday:

"A British submarine was attacked off the East coast of England on July 6 by five enemy airplanes, which dropped bombs and directed machine gun fire at the boat. One officer and five men were killed. The submarine, slightly damaged, was towed back to her harbor."

NORWAY'S HEAVY SHIPPING LOSSES

Washington, July 5.—Increase in the monthly losses of Norwegian shipping due to German submarine activities during June was reported by cable to the Norwegian legation here to-day from the Christiania foreign office. Twenty Norwegian vessels of various types, including steamships, totalling 26,833 tons, were sunk during the month and 31 men were lost. Four men who were reported missing during May were given up as lost also.

June sinkings bring Norway's total losses to 892 vessels, including 53 which have never been traced. Lives of 1,747 men were lost in the sinking of the vessels. The total tonnage of the lost Norwegian shipping now amounts to 1,154,143.

NEW SHIPS LAUNCHED JULY 4

Washington, July 6.—American shipbuilders went beyond their objectives in the Independence Day drive for new tonnage. The Shipping Board announced yesterday that the workmen started out with the expectation of launching 439,886 deadweight tons, but late reports to the Board showed that 474,464 tons had been got ready to be put overboard. The actual number of ships launched was 82. The launching of 11 others was held up by a freshet in the Columbia River, while two others stuck on the ways. They are expected to be released without great delay.