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THE U. N. B. AND ITS HAPPY WARRIORS

That is the happy Warrior; this is he Whom every man in arms should wish to be.

IN the year 1800, a date easily remembered, there was established at Fredericton in the newly formed province of New Brunswick an educational institution, with the privileges of a university, including the power to confer degrees, called the College of New Brunswick.

Quite a few of the loyalists, who by this time largely comprised the population, were graduates or undergraduates of Yale and Harvard. Knowing well the value of education, they made every possible effort that the inhabitants in the new settlements might at least have the new settlements might at least have "schooling" for their children, and that the means of attaining a higher education might be within reach. When the college was established it was welcomed heartily by those citizens, now practically deprived of access to the seats of learning in the New England States.

The College of New Brunswick did good, if comparatively limited, work. It does not appear that the attendance was large, or that degrees were conferred to any extent. Financial stringency was then, as even now with most colleges, a serious hindrance. The public grant, supplemented by the fees of students who, however capable and willing to study, were not in a position to draw money as from a tap, was insufficient. Millionaires who could be made doctors of law and literature, in return for pecuniary contributions, had not been invented.

So, some years passed away, and it became necessary to look about to see what could be done to keep the new institution on its feet. Poor old stupid George the Third had ended his unhappy career, and his unworthy son, the fourth George, of whom we are probably more ashamed than of any other king who sat on the throne, was doing his best to hinder and hamper Canning and a few other able statesmen of his time, who were striving to settle the principles of the future home and foreign policy of the empire.

The authorities of New Brunswick conceived the idea of securing the interest of Our Most Gracious Sovereign Lord and King of that day; and so, by various enactments, as the lawyers have it, the College of New Brunswick was re-founded as King's College, with our most religious and pious King as its true and proper founder. His Majesty was petitioned in the year of grace eighteen hundred and twenty-three, "to put the said college upon such a footing as to His Majesty, in his royal wisdom, may seem meet." Royal wisdom, as applied to George the Fourth, is really lovely. However, the royal wisdom, or to speak truthfully, the wisdom of the statesmen in charge of colonial affairs, set itself in motion. Whether owing to the royal wisdom or not, henceforth the college developed as well as the straitened ideas of the narrow-minded times would allow. It was practically a Church of England institution, with a professor in theology, and with various religious tests, including no doubt a subscription by the president, the professor of theology, and likely the other professors, to that unique compendium of Church of England doctrine—two-thirds of which many people think might well be scrapped—the Thirty-nine Articles of religion. Nevertheless, a good classical and literary education men got in that old college, even if mathematics was more or less taboo, or at least undervalued. All in all King's College did good work, and its graduates went forth into the world not unworthily equipped.

The time came when it was thought that a provincial university assisted by a public grant should be entirely free from sectarianism, and in the year 1859, by means of various further enactments, King's College became a thing of the past, and the University of New Brunswick arose on the educational horizon. All religious instruction and lectures were done away with, the Thirty-nine Articles no more perplexed the aspiring student the study of the Greek and Latin languages was no longer regarded as the only field for intellectual effort, the mathematical course was appreciably strengthened and popularized, and the college, relieved from the weight of reactionism, entered upon a career which has ever since been faithfully and honorably pursued. Perhaps it was about this time, when the erstwhile College of New Brunswick became the University of New Brunswick, that an impious alderman of Fredericton took it upon himself to change the name of a street leading to the college from College Row to University Avenue. One does not have much sympathy with changes of this nature. They bespeak snobbishness, and in effect remove milestones of history.

So much in the way of a brief outline of the earlier history of the U. N. B.

Some men of prominence have passed its curriculum. Parliament of recent years has had, amongst its leading exponents, graduates whose modesty—a modesty so strikingly associated with politicians—one feels sure would forbid the mention of their names.

Literature in prose and poetry is worthily represented by graduates and undergraduates, who have walked up the narrow, winding, hilly, woods-guarded path that leads from Gas Alley—may this name still survive—across the wide and gently sloping lawn, to the solid, substantial, unpretentious but imposing "main building," overlooking the pretty tree-shaded capital and cathedral city. Other buildings have gone up, as time and occasion demanded—up-to-date, convenient, practical buildings, and sightly enough, fit for the practical lectures and labors therein expounded and carried on. But down on these modern structures the old gray college, through its antique-fashioned panes of window glass, looks with stony stare, contemptuous of such new arrivals, as of the coming of ill-bred and unnecessary intruders.

The credit which reverend, learned, and eloquent alumni have brought to the college shrivels into nothing compared to the lustre that fairly illuminates its old class rooms and corridors through the imperishable deeds of those noble lads who, in the autumn of 1914 and since, tossed aside cap and gown, even more resignedly their books and scientific instruments, put on the uniform, took up the rifle and the spade, groomed horses, became baymen to officers—even some times very unmannerly officers, it is to be feared, became officers themselves, never unmannerly we trust, particularly to inferiors—for in this may the true gentleman ever be distinguished from the counterfeit—gave up their easy, scholarly mode of life, their late morning snoozes and merry midnight revels, gave up their freedom in fact, to become machines. Military authority promised when these boys enlisted that they would be kept together, but in the matter of recruiting military promises are not the most reliable. A magnificent record have the boys made in France. Many have attained distinction, and bear medals, worthily won and honorably worn. Not unnaturally the artillery attracted them, and their training in geometry and engineering makes them peculiarly useful in this arm of the service. Two field batteries mobilized in Fredericton late in the autumn of 1914, and one of these so many of the lads joined that is popularly known as "the college battery."

Of course, when the battery went to England it was broken up, and the boys who had hoped to have been kept together, were scattered hither and thither. There was little complaint, but bitter disappointment. The inducements held out to young Canadians of all classes, when volunteering, that they would not be separated from their pals, and the utter disregard of these inducements when the boys got overseas, are deeply resented by many of their relatives and form one of the blot on the generally clear page of Canada's participation in the war. Students from all the Canadian colleges—or from nearly all—have most serenely done their duty. These bright, clean-limbed, quick-witted lads sprang to the fore at the time of their country's need with surprising alertness. That they should ever be called to such a sacrifice was the last thing they expected when as verdant freshmen they entered the college doors. Wars, it was thought, were a thing of the past. So faithfully were the Christian pastors and Christian statesmen, throughout the world, attending to their sacred and responsible duties, that the possibility of a world war, exceeding anything in the history of mankind, was unthinkable. But the strong castle proved the frailest house of cards and fell in a day. To these young students—from every college—the quick and the dead, one wishes to pay the sincerest tribute of esteem, respect, and regard. There was so much ahead of them, and the country looked for so much from them.

The hoary colleges look down On careless boys at play, But when the bugles sounded war They put their games away, God rest you, happy gentlemen, Who laid your good lives down, Who took the khaki and the gun Instead of cap and gown. Many will come back, greater and more splendid men than they could possibly have been, had they remained deaf to the country's call. Canada will need such men. Men inspired by wisdom—in corruptible, above mere cynicism—will be needed in the period of reconstruction. The practical man, the railway magnate, the bank potentate, the corporation lawyer, the millionaire grandee, we will find in abundance; but if the country is really to be an ideal of democracy—democracy apparently so very susceptible to the insidious attacks of the twin parasites of

greed and graft—the hope of the future must lie in those who, having faced death and passed through hell, will have experienced a real vision, and who with the same sublime courage and patriotism with which they faced the terrors of battle, will aid in and insist upon the building up of a national character, in which truthfulness, frankness, and honor, shall be of more value to the state than deceit, duplicity, and chicanery. Looking out for such men, Canada will find many of them among the college boys now in France. Many will come home—the large majority we may hope—and their homecoming cannot be made too much the occasion for an ovation, As Leacock puts it, Then shall the bonfires burn To tell the message of their glad return. Ho, porter, wide the gate, beat loud the drum, Up with the Union Jack, they come, they come.

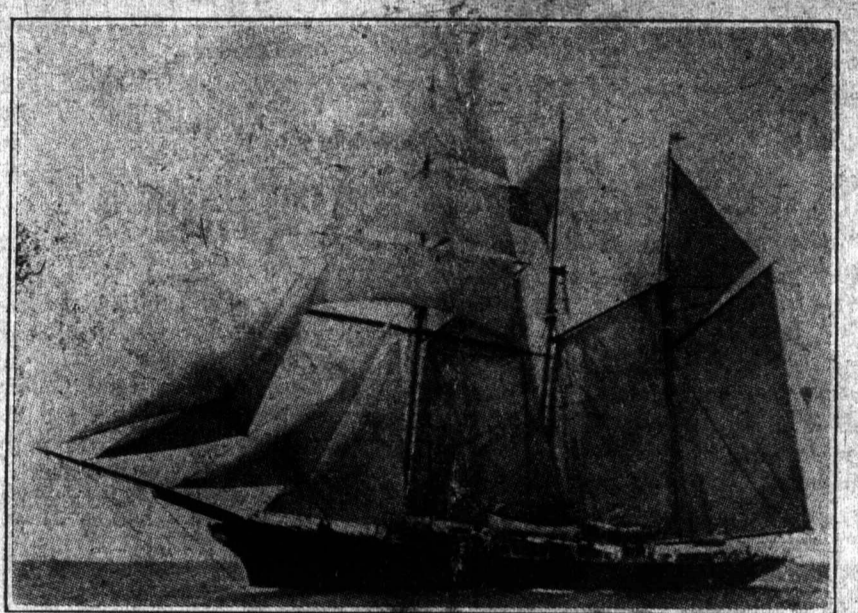
But, some will not come back. To use the quaint and touching colloquialism of the army, they have "gone west." And the ranks of the boys from the U. N. B. have been sadly thinned. Many who have hoped to return and renew old acquaintances in the college city—so well beloved—will not return. They have won the

OLD AGE

THE seas are quiet when the winds give o'er; So calm are we when passions are no more. For then we know how vain it was to boast Of fleeting things, so certain to be lost. Clouds of affection from our younger eyes Conceal that emptiness which we describe. The soul's dark cottage, battered and decay'd, Lets in new light through chinks that time has made: Stronger by weakness, wiser now become, As they draw near to their eternal home. Leaving the old, both worlds at once they view That stand upon the threshold of the new.

EDMUND WALLER (Born March 3, 1666; died October 21, 1687)

EARL BRASSEY, FAMOUS YACHTSMAN, IS DEAD



THE FAMOUS YACHT "SUNBEAM"

London, Feb. 25.—The death of Earl Brassey is announced.

Though a man of multifarious activities, and loaded with honors by successive sovereigns, the late Lord Brassey was chiefly known to the outside world by the many voyages he made in his famous yacht, *Sunbeam*, in which he covered 400,000 nautical miles. He presented this yacht to the Government of India in 1916 to be used as a hospital ship. Lord Brassey came to Canada in the *Sunbeam*, which he navigated himself, and visited Montreal at the gathering of the Chambers of Commerce of the Empire of which he was president, about ten years ago.

His interest in Canada greatly antedated this event, however, for his father, Thomas Brassey, was one of the firm of contractors, which built the first lines of the Grand Trunk Railway and also the Victoria Bridge at Montreal.

An instance of the extreme secrecy with which the Germans guarded their military and naval secrets and activities no longer ago than two months before the war broke out, may be called to mind by an incident in which Lord Brassey figured. At the opening of the Kiel canal in June, 1914, which was celebrated by a regatta, Lord Brassey was present with the *Sunbeam*. In rowing ashore in a small boat, he passed within the forbidden precincts of some government works, an arsenal or something of the sort. The late Earl was immediately arrested by German police and kept in custody for about an hour, by which time he had been able to secure identification. The Kaiser is said to have had a "pleasant laugh" with Lord Brassey in apologizing to him for the "mistake" later.

The late Earl Brassey had reached the great age of eighty-two years, having been born February 11, 1836. Educated at Rugby, and University College, Oxford, his public life began when he was elected to Parliament as a Liberal for Devonport

in 1865, and he was later member for Hastings from 1868 to 1885. He was president of the Statistical Society, 1879-80; Civil Lord of the Admiralty, 1880-84; Secretary to the Admiralty, 1884-87; served on royal commissions on unseaworthy ships, defence of coaling stations, relief of aged poor, opium, canals and inland navigation; was Lord-in-Waiting 1894; president of the Institute of Naval Architects, 1893-95; Governor of the State of Victoria, Australia, 1895-1900. In addition he was a Younger Brother of the Order of the Garter, Honorary Colonel of the 2nd Home Counties Brigade, Royal Field Artillery, Territorials, and Honorary Captain of the Royal Naval Reserve. He held a Board of Trade certificate as ship's master and navigating officer. Lord Brassey was twice married, his first wife, Anna Alnutt, being the authoress of several well known books dealing with various voyages of the *Sunbeam*. She met a tragic end, throwing herself off the yacht while suffering from mental trouble. His second wife was Sybil Vere, daughter of Viscount Malden. Of the first marriage one son and three daughters survive, and of the second one daughter. The present Earl de la Warr is a grandson, and Baron Willington is a son-in-law. Created a Baron by Queen Victoria, in 1886, Lord Brassey was raised to an Earldom by King George in 1911. Previously, in 1881, he was created a Knight Commander of the Bath, and in 1906 was promoted to be a knight Grand Cross of the same order. He held honorary degrees of Oxford and Dublin Universities, and many other decorations. Among many publications the late Earl produced five volumes on the British navy, and books on "Work and Wages," "Foreign Work and British Wages," and "Sixty Years of Progress." He was the founder and first editor of the *Navy Annual*. Lord Brassey is succeeded by his only son, Viscount Hythe.

NEWS OF THE SEA

—Madrid, Feb. 23.—The Spanish steamer *Maria Caspio* has been sunk by a submarine, on her way to New York with a cargo of cork.

The crew was picked up by the Spanish steamer *Cladio Lopez Y Lopez*, which also was stopped by the submarine but later was allowed to proceed.

The captain of the *Cladio Lopez Y Lopez* had the greatest difficulty in inducing the commander of the submarine to allow him to continue the voyage. The submarine commander wanted to sink the liner because she was carrying a number of cars consigned to the Spanish Northern Railway, which is partly French owned.

—Paris, Feb. 23.—No French merchantmen and no fishing vessels were sunk by German submarines or mines during the week ending February 16. Three merchantmen successfully escaped submarine attacks. Steamers entering French ports totalled 619 and departing 876.

—Copenhagen, Feb. 25.—A Trondjem dispatch received here states that the German steamer *Dusseldorf*, en route from Tromsco to Stettin, has been captured by a British auxiliary cruiser.

—St. Johns, Nfld., Feb. 21.—A gale of seventy-five miles an hour has swept the south and east coast for the past thirty-six hours, accompanied by sleet at first, then turning to rain. Several coasting schooners are stranded, but no loss of life is yet reported, some having narrow escapes. The Canadian *Acadian*, with steering gear disabled and drifting helplessly five miles from the coast opposite Burin, sent ashore a boat for assistance late evening. The Reid steamer *Ethie* went to her assistance and got a hawser aboard, which parted. The sea was running too high for further attempts, and after rescuing five of the thirteen men of the crew the *Ethie* had to put into port to escape the storm. Nothing has since been heard from the *Acadian*. The direction of the gale would put her inshore unless she could improvise a steering gear to control the ship; but, failing this, her chance of escaping disaster with all on board is very slim.

—Halifax, Feb. 22.—J. A. Farquhar & Co., Ltd., received word to-day from Burin, Nfld., that Captain Scott and nine of the crew of the steamer *Acadian* had been lost when their ship was wrecked on the Newfoundland coast. The chief engineer, second mate, chief steward, one sailor and one fireman were saved, the message said.

The *Acadian* was formerly the steamer *Seniac*, of Halifax. She was bound from Louisbourg, N. S., for St. Pierre, Miquelon. An Atlantic Port, Feb. 22.—All the crew of 47, of the British tramp steamer *Etruria*, a total loss aground off this coast, were landed to-day by a coast guard ship.

—Amsterdam, Feb. 25.—A dispatch to the *Dusseldorfer Zeitung* from Berlin says the auxiliary cruiser *Wolf* landed in the Austrian harbor of Pola. The dispatch adds that the vessel tried repeatedly to return to the North Sea, but always was barred by the watchfulness of the British ships.

—London, Feb. 25.—Referring to a German report of the return of the German auxiliary cruiser *Wolf* after a cruise of fifteen months, a British Admiralty communication issued this evening assumes that during that period the *Wolf* sank in the Indian and Pacific Oceans the following eleven ships and made their crews prisoner.

Steamers—*Turritella*, *Jumna*, *Wardsworth*, *Wairuna*, *Beluga*, *Matunga*, *Hitchi Maru*, and *Igotz Mendt*. Sailing vessels—*Dee Winslow*, and *Encore*.

The communication adds: "The *Turritella* was an unarmed merchantman and not a cruiser. She was captured in Feb., 1917, and a German prize crew placed aboard. The *Turritella* was then equipped for mipe laying, but a few days later was encountered by a British warship, whereupon the prize crew sank the *Turritella* and were themselves taken prisoners."

—Copenhagen, Feb. 26.—The Spanish steamer *Igotz Mendt*, with a German prize crew from the Pacific ocean on board, is ashore near the Skaw lighthouse. Two of the prisoners aboard are Americans.

The prisoners on the *Igotz Mendt*, were taken from six ships which had been sunk. Several of the prisoners had been aboard the vessel for eight months while she cruised in the Pacific ocean. The Danish authorities have interned the German commander of the *Igotz Mendt*. The German prize crew refused to leave the ship. There had been an epidemic of beri beri and scurvy on board the vessel. The steamer *Igotz Mendt* was captured by the German auxiliary cruiser *Wolf*,

nine months ago in the Gulf of India. The German navigators who were placed aboard had been following the *Wolf* ever since. All the persons who had been held prisoner on board the vessel have been taken ashore.

—An Atlantic Port, February 25.—An American steamship arriving here to-day brought seventeen members of the crew of the Danish steamship *Tranquebar*, who were picked up at sea. There had been no previous report of the loss of the *Tranquebar*, a vessel of 3,453 tons gross.

—An Atlantic Port, February 25.—Fourteen men, comprising officers and crew of the Norwegian bark *Paposo*, which foundered off the Virginia Coast February 10, were brought here by a Swedish bark to-day. The *Paposo* had been dismasted and the men were taken on when she was about to go to the bottom. The bark was on a voyage from Bahia, Brazil, for Philadelphia, with a cargo of manganese ore.

—New York, Feb. 26.—The British freight steamer *Philadelphian* of 5,120 gross tons, owned by the Leyland Line, has been sunk by a submarine. She left here with cargo for British ports on Feb. 11, and was torpedoed about Feb. 21. News of the *Philadelphian's* loss was received to-day in marine insurance circles, and confirmed at the offices of the Leyland Line. No details were received.

—Madrid, Feb. 26.—A dispatch from Bilbao says the Spanish steamer *Neguri* has been sunk by a submarine. Her crew was landed on Ferro Island, one of the Canary group. The *Neguri* is the fifth Spanish vessel torpedoed by submarines in as many weeks. The Spanish government already has made representations to Germany concerning the sinking of several of the steamers, and it is not unlikely that the *Neguri* and the steamer *Igotz Mendt*, which was seized by the Germans as a prize, also will enter into the diplomatic stage on a protest by Spain.

The *Neguri* was a vessel of 1,859 tons. She was built in England in 1894 and her home port was Bilbao. —Philadelphia, Feb. 27.—The tank steamer *Santa Maria* has been torpedoed and sunk off the Irish coast, according to cable advices received here to-day. The crew was saved. The *Santa Maria* was of 8,300 tons dead weight, was owned by the Sun Company, of Philadelphia.

—Washington, Feb. 27.—Thirty officers and enlisted men of the naval tug *Cherokee* are believed to have been lost when the vessel foundered yesterday morning in a fierce gale off Fenwick Island lightship, twenty-seven miles from the Delaware Capes. Ten survivors, who got away on the first life raft were safely landed. Four other men got away on another life raft, but two were washed overboard and drowned, and the other two died, probably from exposure. The four bodies were taken into Philadelphia. The *Cherokee* formerly was a tug of the Luckenbach Steamship Company, and not long ago was requisitioned by the government.

—Swansea, Feb. 27.—The British hospital ship *Glenart Castle* which was sunk yesterday in the Bristol Channel, went down in seven minutes. The torpedo struck in No. 3 hold. The lifeboats on the starboard side were for the most part smashed by the explosion. Only seven lifeboats could be launched and these with the greatest difficulty. Capt. Burt was last seen in the chart house, after the last boat was launched and it is believed that he went down with the ship. The sea was so rough that it was almost impossible to handle the lifeboats, which required continuous bailing by all hands. Two boats were picked up after many hours at sea and the survivors landed here. One boat contained nine men, the other twenty-five. Of the two hundred persons aboard, one hundred and fifty were members of the crew; seven were women nurses, none of them has yet been reported saved; the others belonged to the Red Cross and included doctors, nurses and orderlies.

—London, Feb. 27.—Eighteen British merchantmen were sunk by mine or submarine in the past week, according to the British admiralty report to-night. Of these fourteen were vessels of 1,600 tons or over and four under that tonnage. Seven fishing vessels also were sunk. The losses of British shipping in the past week show a considerable increase over the previous week, when the vessels destroyed numbered fifteen, twelve of them over 1,600 tons. In the preceding week, nineteen British merchantmen were sent to the bottom.

HURRICANE AT MONTREAL

Montreal, Feb. 26.—A hurricane, which at times rose to a velocity of sixty miles an hour, swept over Montreal last night. No great damage was done, though the streets were cleaned of sign boards and electric fixtures.