

# The Beacon



SAINT ANDREWS, NEW BRUNSWICK, SATURDAY, JANUARY 5, 1918

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XXIX

## DAY OF HUMBLE PRAYER

Tomorrow, Sunday, January 6, appointed a Day of Prayer for the British Empire, by Royal Warrant. The following is the message of His Majesty, the King:

**TO MY PEOPLE:**—The world struggle for the triumph of liberty is entering upon its last and most difficult phase. The enemy is fighting by desperate assault and subtle guile to perpetuate the wrongs already committed and stem the tide of a civilization. We have yet to come to the great task which more than any other we have dedicated ourselves to. I would call upon you to devote a special day of prayer to the cause. This victory will be gained if we steadfastly remember the responsibility which rests upon us, and in a reverent obedience ask the blessing of Almighty God upon our endeavors. Hearts grateful for the Divine guidance which has led us so far towards our goal, let us seek to be enlightened in our standing, and fortified in our courage, facing the sacrifices we may yet have to make before our work is done. I fore hereby appoint January 6th, this Sunday of the year, to be set aside as a special day of prayer, and thanksgiving in all churches throughout my dominions, and require that this letter be read in every church on that day.

## HOLLAND WARMLY GREETED RELEASED BRITISH PRISONERS

London, Dec. 31.—A dispatch from Hague dated December 29th says that the first party of British war prisoners, and civilians, from Germany arrived in internment in Holland, en route for England, this evening.

The crowds cheered, and the Dutch Allied ministers warmly welcomed the prisoners, who though cheerful, showed signs of privation.

The prisoners were taken to the hall of which was lined with messages of welcome were received from King George, Queen Mary, the Archbishop, Sir Edward Carson and the residents of Holland.

The Dutch newspapers contain appreciative articles bearing on the who were described as an honor to the British nation, and stating that they represented the most famous English, Irish and Welsh regiments.

Crowds greeted them at the five hours' journey to the coast, lavishing them with refreshments and tobacco. The men were silent regarding conditions many but said that they were glad to be out of it. They were with the better food conditions in Holland.

## VICTORY LOAN ALLOTMENT

Ottawa, Dec. 28.—Sir Thomas Minister of Finance, has decided to allotments to the Victory Loan sub as follows:

1. Subscriptions of five hundred dollars and under allotment in 1918.
2. Over five hundred thousand and up to and including one million dollars in full and seven per cent. of balance.
3. Over a million dollars same for first million and fifty per cent amount in excess of one million dollars.

## SMALLPOX IN NEW BRUNSWICK

Fredericton, Dec. 29.—New Brunswick now has the prospect of smallpox in certain sections of the county during the winter. Weather conditions are more difficult to combat the disease in the winter than at other seasons of the year, and it will be spring before a stamp out the disease can be made with prospect of success. State of Maine is the recognized source of smallpox in all cases.

In spite of the precautions taken by the provincial health authorities, or count of serious conditions for some past in the town of Eastport, Me., smallpox has obtained a foothold on the island of Grand Manan. Two cases have been reported on that island. Conditions on the North Shore also are encouraging. One new case is reported from Chatham; another at a point north of Chatham; county near there is no report from Kent county. It is known there are several cases there. Fortunately, all the cases are of a mild type.

## GUATEMALA DESTROYED BY EARTHQUAKES

San Salvador, Dec. 31.—The capital of the Republic of Guatemala, Guatemala City, has been totally destroyed by earthquakes, and today is a mass of ruins. The total number of dead is not known. The inhabitants have fled in terror, and today more than 80,000 are homeless. The Colon Theatre, which was filled with people, collapsed. There were many casualties among the audience. Various hospitals and asylums and the prisons were badly damaged, and many patients and prisoners were killed. The railroad depot, the sugar mills, the post office, the American and British Legations, the United States Consulate and all the churches in the city have been levelled. Deep fissures opened in the middle of the city. The stock of provisions in the city is scant, and aid is required promptly.

The Salvadorean Government has suspended the official New Year celebration and entered into mourning in sympathy with Guatemala.

Washington, December 31.—Guatemala City, capital of the little Central American Republic of Guatemala, has been laid in ruins by a series of earthquakes, beginning Christmas Day and culminating last night in violent shocks which completed the work of destruction. A cablegram to the Navy Department Sunday said 125,000 people were in the streets without shelter, and that a number were killed by falling walls. Naval vessels in Central American waters have been ordered to the stricken city to render all possible assistance. Following the chief dispatch which brought the news of the catastrophe:

"Bad earthquake yesterday, finished the work of others. Everything in ruins and beyond description as a result of last night's shock. One hundred and twenty-five thousand people are in the streets. Parts of the country are very cold and windy. Tents are needed badly. Quite a number killed Sunday by falling walls."

The shocks probably occurred between 5.57 and 7 o'clock Saturday night. Violent quakes were recorded at that time by seismographs of the Georgetown University Observatory and the distance was estimated at 1,800 miles from Washington.

Guatemala has been the scene of many disasters, the results of earthquakes. Since the settlement of the country in 1522, there have been more than fifty volcanic eruptions and in excess of 300 earthquakes. The original Guatemala City was destroyed in 1641, and eight thousand of the inhabitants were killed by a deluge of water from a nearby volcano which was rent by the earthquake.

The second capital was destroyed by an earthquake in 1773. The houses of the present capital were built low in consequence of the liability to earthquakes.

Guatemala City is situated on a plain of an elevation of 4,850 feet above sea level. In the great square stood the old viceregal palace, the cathedral and archbishop's palace, and government offices. The capital is the centre of the trade of the entire republic, which consists in the manufacture of muslins, cotton yarns of fine texture, articles of silver, and embroideries.

New York, Dec. 31.—An estimate of 1,000 persons dead in the earthquake ruins at Guatemala City is contained in a telegram received here from the Central and South American Telegraph Company's manager at San Jose, Guatemala, who returned to San Jose from Guatemala City yesterday afternoon. The message reads: "The legation and American consulates are badly wrecked. Forty per cent of the houses in the city are demolished, most of the others have collapsed and are uninhabitable. The penitentiary, asylum and ministerial buildings are all wrecked. The post office and large churches are demolished."

## CHILD POISONED AT BEAR ISLAND YORK

Fredericton, Dec. 29.—Myrtle C. Brown, only child of Mr. and Mrs. John Brown, of Bear Island, York Co., was poisoned, Friday afternoon, by an overdose of patent medicine, her death resulting in a short time. She was aged three years and six months. The medicine was a box of "Fruit-a-tives." Unnoticed the little one obtained the box and evidently thought the medicine was candy, eating it all. The effects of the overdose were quick. A couple of years ago at New Maryland a little child met its death in practically the same way.

## NEWS OF THE SEA

Halifax, N. S., Dec. 28.—The steamer *Barrick Lee* has been torpedoed in the Mediterranean Sea. She was commanded by Captain Oscar Henderson, son-in-law of the late William Muir, of this city. Captain Henderson was made a prisoner of war. He was captain of the ship *Cromartyshire* when some years ago she collided with the large French steamer *La Bourgoyne* and many passengers were lost and the *Cromartyshire* was brought into Halifax for repairs.

London, Dec. 29.—An Admiralty statement says: "Three of our destroyers were mined or torpedoed in foggy weather off the Dutch coast on night of December 22nd. A total of 13 officers and 180 men were lost."

London, Dec. 29.—A Zeppelin and a seaplane which was accompanying it have been wrecked in the North Sea, according to the Central News dispatch from Copenhagen, quoting advices received there from Jutland. The Zeppelin is said to have fallen in flames to the sea.

Halifax, N. S., December 29.—The shift of the wind into the south and east to-day resulted in the abandonment of efforts to salvage the American steamer *ashore* at Pennant. Yesterday afternoon high seas began to roll in Gallant Inlet, and all hands left the steamer in breeches-buoys. Almost a thousand tons of cargo had been removed from the ship, and the work of sealing up the damage to her bow was proceeding favorably when the wind changed. Should the storm increase in violence, it was feared to-day that the steamer would not be long in going to pieces.

The salvaging staff was hopeful, however, for moderate weather that would enable them to resume and successfully complete their work.

Boston, Dec. 29.—Four German submarines were captured recently by two American destroyers, according to an American seaman who reached his home here from a French port.

The seaman—a former Boston newspaper man—was aboard a troopship at the French port recently, he said, when the destroyers, all flying the Stars and Stripes, steamed in with their prizes. The submarines were lying upon the surface of the ocean, with their conning towers open, during the process of recharging their batteries, when the American destroyers swept down upon them and took them prisoners without a fight.

While the transport was still at the French port the seaman said a German U-boat entered the harbor with a white flag flying from her periscope. The enemy crew explained that they had been lying in wait for the troopship in the open sea, and that when they failed to find her, and the supplies ran low, the crew mutinied, killed the commander and decided to surrender.

London, Dec. 27.—The British steamer *City of Nagpur* has been wrecked in Delagoa Bay, Portuguese East Africa, according to a dispatch to The Times from Lisbon. The passengers numbering 250 were saved as was the cargo.

The steamer *City of Nagpur*, of 8,331 tons, was built in Belfast in 1914. She was owned by the Ellerman Line of Liverpool and was engaged in the Eastern service.

An Atlantic Port, Dec. 28.—Seventy members of the crew of the Greek steamer *Ioannina*, which was sunk recently by the crew of a German submarine, arrived at this port, yesterday aboard a British vessel. Members of the *Ioannina's* crew, all of whom were saved, said the undersea boat halted their ship, stripped her of everything of value including brass fittings, then sank her with bombs. The crew took to lifeboats and were picked up later by the British vessel.

The *Ioannina* was owned by the National Greek Navigation Company, was a vessel of 8,000 tons.

London, Dec. 28.—Thirty Norwegian sailors are believed to have been killed in the sinking of five Norwegian steamers by German submarines, according to a statement issued by the Norwegian Foreign Office, and forwarded by the Exchange Telegraph Company. The steamers sunk were the *Rogin*, of 1,845 tons; *Start*, of 728 tons; *Ragna*, of 1,747 tons; the *Nordpol*, of 1,800 tons, and the *Spro*.

## ALSACE-LORRAINE: THE REAL PROBLEM

Much has been heard during the war about the restoration of Alsace-Lorraine to France. Sometimes it has been included as one of the ends to be attained by the Allies as an essential of peace terms; sometimes it has been omitted from statements regarding the Allies' objectives. Many have thought it of little importance to Germany except from a sentimental point of view. But in the current number of *Speyer's Journal*, a privately circulated London magazine, that well-known publicist, Sydney Brooks, declares that the fate of Alsace-Lorraine involves nothing less than the industrial primacy of Europe.

When the Germans annexed Alsace-Lorraine, they secured something that has proved the base on which Germany has built up her towering fabric of prosperity and power, something without which Germany could not have begun this war, or could not have waged it for six months. "They secured," says Mr. Low, "the largest deposit of iron ore in Europe, and the second largest in the world. The soil of the lost provinces has made Germany's fortune. She has derived from it her metallurgical ascendancy, the motive power for her industries, her wealth, and as a consequence, her naval, military and political power. The area covered by this deposit embraces the Longwals and Briey districts in France, now occupied by the German armies, and portions of German Lorraine, of Luxemburg, and of Belgium, also, for the moment, in German possession. If Germany could secure a peace based on her present military position the whole of this wealth of iron ore, estimated at some 5,000,000 tons, would pass under her control. There are reckoned to be 2,800 million tons of iron ore in all Germany. Of these Lorraine alone is responsible for some 2,000 millions or five-sevenths of the Empire's total supply."

From this we see that tremendous issues are involved in the fate of Alsace-Lorraine and contiguous territory. If Germany were to win and were to annex the greater half of the ferruginous basin that lies on French soil, it would mean that after the war Germany would be able to raise some 46,000,000 tons of iron ore a year, while the French output would be reduced to a bare 4,000,000. If, however, the Allied victory is as complete as we all intend it shall be, Alsace-Lorraine is restored to France, the situation in that case would be almost precisely reversed. France would be in a position to extract about 43,000,000 tons of ore a year, and Germany would have to remain satisfied with a maximum yield of some 8,000,000 tons. This is not a matter of purely French interest. It is a fact that nothing would more effectively cripple German industrialism, and with it Germany's capacity to organize another war, than the loss of the Lorraine ore beds. To a larger extent than we have imagined therefore, the smashing of German militarism demands that Alsace-Lorraine be restored to France.—*Montreal Herald*.

Ottawa, Jan. 2.—It is officially announced through the chief press censor's office that the following troops have arrived safely in England:

Canadian officers' Training Corps, candidates for army commissions; Royal Flying Corps, officers; draft, Yorkshire Regiment from Bermuda; drafts, Artillery Horse, Siege and Field from St. John, N. B., Montreal, Ontario, Saskatchewan and British Columbia; signallers from Ottawa; Forestry, from Montreal, Levis, Toronto, Winnipeg and Prince Albert; Medical Corps from Ontario; Canadian Nursing Sisters and V. A. D. nurses from Toronto; Newfoundland troops, Imperial recruits, details.

## FISHERIES IN ST. JOHN

The annual sale of city fishing rights which took place yesterday morning at the court house, was a record breaker in regard to the amount realized, over \$12,000 being the aggregate figure of the purchases. This is about \$7,000 in excess of last year, when the sales amounted to \$5,000. The city commissioners were present at the sale, which was conducted by Auctioneer T. T. Lantaulm. J. Fred Belyea was the largest individual purchaser of rights.

The Booth Fisheries, Limited, of Chamcook, Charlotte county, wish to establish a \$100,000 factory in this city. They are said to have secured the option of a site in King street on the West side, and have made a proposition to the city council to be granted certain concessions. They want a fixed valuation, equal chance in the sardine fisheries, and it is also understood that they also ask that the Dominion regulations such as exist outside the harbor will come into force in city waters, though the commissioners do not see just how this can be done. The matter was discussed at an informal meeting of the city council which was called on Monday afternoon by Mayor Hayes, but no decision was arrived at. The proposition will be brought up again this week, probably to-morrow afternoon.—*St. John Telegraph*, Jan. 2.

## MESSAGE FROM PROVINCIAL PREMIER

On New Year's Day, Hon. W. E. Foster gave out the following message to the people of the province:

The old year, filled with great and startling events, some of which meant so much to the Empire, Canada and New Brunswick has gone, but with few regrets. The chief business of the year has been the prosecution of the war. Many of our friends and relatives are across the seas fighting for the noble cause and have given us every cause to be proud of their record, while our people who remained at home have earnestly and devotedly endeavored to fulfill their part.

The new year is now here. Let us one and all renew our determination to do our part, however small it may be, in assisting to provide those things necessary for the successful prosecution of the war—men, money, munitions and food. These are the essentials necessary to provide in order to fulfill our part. The first three have been provided in various ways, New Brunswick having responded nobly, but the one and great question is to which we must devote our united energies and attention is the conservation and production of foodstuffs; not only in order that we may ensure a supply for home consumption, but that we may fulfill our part in insuring an adequate supply for the boys who are at the front.

This is the chief duty of our people in the year before us. New Brunswick has accomplished much. It is imperative in this we should not fail—to the producer I ask for every effort in this direction and those who do not produce—CONSERVE. It is the confident hope of all of us that the efforts of the Allies will, this year be crowned with victory.

To the people of the Province of New Brunswick I desire to offer my sincere and best wishes for the New Year.

W. E. FOSTER,  
Premier of New Brunswick.  
St. John, N. B., January 1, 1918.

## U. S. GOVERNMENT TO RUN RAILROADS FOR PERIOD OF WAR

Washington, Dec. 27.—President Wilson last night formally announced his decision to take possession and assume control at noon on Friday, December 28, of each and every system of transportation in the United States. Possession of the transportation systems of the country will be taken through Secretary of War Baker, but after the railroads and other transportation facilities have come into actual possession of the Government, they will be operated under the direction of Wm. C. McAdoo, the present Secretary of the Treasury. Mr. McAdoo has been appointed by the President to serve as Director-General of Railroads. Through the action taken the President hopes to be able to untangle the confusion into which the transportation facilities of the nation have been brought as a result of the efforts made, since the nation entered the war, to handle the movement of troops, munitions and war commodities, without at the same time sacrificing the actual transportation needs of the nation.

The President announced that as soon as Congress re-assembles he will recommend legislation guaranteeing pre-war earnings and maintenance of railroad properties in good repair. Government backing will be given to new issues of railroad securities that a ready market may be found. Direct management of the roads will remain in the hands of the railroad officials, and the railroad war board, comprised of five railroad heads, will continue to direct actual operation under Secretary McAdoo's general supervision.

Mr. McAdoo will direct the organization of the railroad control from the Treasury Department, and will continue to be Secretary of the Treasury. He is a Georgian, 54 years of age, a qualified lawyer, who won by his own merit a high place in New York finance, and carried through the tunnel under the Hudson River. He is a son-in-law of President Wilson.

The Interstate Commerce Commission for the year ending June 30, 1915, reported 253,789 miles in the United States. There are also 452 miles in Alaska and 250 in Hawaii. The best capital figures obtainable just now are: \$5,577,383,000 bonds \$5,972,286,610.

"There is one thing which always puzzled me about the artistic life," "What is that?" "If art is long, why is it that artists are almost always short?"—*Baltimore American*.

"Did you ever make any temperance speeches?" "Yes," replied Senator Sarghum. "Did they help anybody?" "I should say so. They helped me to get elected."—*Washington Star*.

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