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ST. ANDREWS, N. B., CANADA.

Saturday, March 16th, 1918

PROGRESS OF THE WAR

[March 7 to March 13]

DURING the week under review the triumph of the Central Powers, on the Eastern front was further extended, the effect of which will be to alter materially the future conduct of the war.

In the Western campaign no changes in positions were effected, though very great activity prevailed over the whole front. Trench-raiding continued to be a prominent feature in the hostilities, but the Germans also made local drives in considerable force in Flanders, in the Champagne, and especially on the Meuse.

In all cases the drives were repulsed by the Entente Allies, with heavy losses to the enemy.

Of the changes that took place on the Eastern front it is not possible to speak with any accuracy or in detail, the news transmitted during the week being so meagre. Further details of the humiliating peace imposed upon Roumania were received, and it is realized that that unfortunate country is now bound hand and foot by an implacable foe.

Finland, too, would seem to have come under the iron heel of the Prussian military tyrant, the Aland Islands having been occupied by a German naval force; the German troops have also landed on the mainland. For the present, then, the German domination of Finland is assured. How far the Teutonic advance into Russia has extended and is to be continued is not apparent; but as Petrograd has been abandoned as the capital of the Bolshevik regime, it is altogether likely the city will be made headquarters for the Germans, until such time as they are able to take Moscow—a not very remote possibility. It was reported during the week that Teutonic forces made an unopposed advance through Bessarabia to the Black Sea port of Odessa, the most important port in Russia, and one of the finest cities in the world. The advantages gained by the Central Powers on their Eastern front during the period under review were very great indeed.

While there was considerable activity in the Italian campaign during the week, in spite of the weather conditions, especially on the lower Piave, no alterations in battle-fronts were effected. Aerial operations marked the week's progress, Venice coming in for bombardments, and Naples was also bombarded from the air for the first time.

No changes were reported in the Balkan campaign, though some activity prevailed. In Mesopotamia the Turks retired further on the Euphrates, yielding to the steady pressure of the British.

In Palestine General Allenby's forces made steady and continuous progress astride the Jerusalem-Nablus road, a road which extends over 35 miles northward from Jerusalem, and parallels the River Jordan, from which it is distant about 15 to 20 miles to the west. The British troops are meeting steady and strong opposition by the Turks, but they continue their progress nevertheless.

Air raids by all belligerents formed a conspicuous feature of the week's military operations. Those in Italy have been mentioned. Two raids were made on Paris within the week, the first being on the night of the 8th, resulting in some loss of life and destruction of property. A second raid was made, the largest that has yet taken place, on the 11th, resulting in 34 people being killed and 79 injured, and much material damage was done. England was raided again on the night of the 7th, some of the German air planes reaching London, where the bombs dropped did much damage to residential quarters, and 11 persons were killed and 6 injured. Another raid was made on the Yorkshire coast, on the night of the 12th, the aircraft used being zeppelins. Hull was bombed, and some of the zeppelins went even further inland. The damage done and the casualties resulting had not been announced at time of going to press. The Entente raids on German towns were numerous during the week, but the extent of the damage inflicted had not been definitely announced or ascertained.

British, Allied, and neutral shipping destroyed by German submarines and mines again kept at a high figure during the week, but the details have not been published in many cases. Under "News of the Sea" we have given all the cases reported in the daily papers of this week that have reached the office up to noon on Thursday, but owing to disorganized mail service consequent on recent storms, some of the usual papers were not received.

They announced and rejoiced that a British battleship of the — class was sunk by one of our submarines, although the huge guns and turrets of the Dreadnought floated for days!

I never dreamed that I was soon to serve in the flagship of the squadron.

Any further cases reported therein will be printed next week.

It cannot be pretended that the week's war news brought any sort of comfort to the sympathizers of the Entente Allies, but nothing transpired to make them feel anything like despair or despondency. The Russian debacle was revealed more completely than before, and the situation thereof will be much worse before an improvement can be effected. The Bolshevik faction seemed to be triumphing over the other factions into which the unhappy country is divided; but the Conference of Councils which was to have been held in Moscow on the 12th was postponed to 14th, so it is necessary to wait a little longer to see if an arrangement can be made by which a union of parties will be effected. The anticipated intervention of Japan in Manchuria and Siberia had not taken place. None of the Entente Allies would wish to see Japan intervene except with the consent of the Russian government, otherwise the Russians might join forces with the Germans as some of them have always been willing to do. Anything may yet happen as to Russia, but it is wisdom to hope for the best and be prepared for the worst.

PROVINCIAL LEGISLATURE

We print in another column the Speech from the Throne at the opening of the Legislature on Thursday, 7th instant. Dr. J. E. Hetherington, M. L. A. for Queens, moved the address in reply, and Joseph Michaud, M. L. A. for Madawaska, seconded it. The addresses were highly commended. The mover and seconder were followed by Hon. James A. Murray, leader of the opposition, who was followed by Hon. W. E. Foster, the Premier. The debate was continued on Friday and not resumed till Tuesday, the storm of Sunday dislocating travel and preventing the attendance of members on Monday. We hope to be able to give a brief summary of the proceedings of the Legislature from the beginning of the session to date in our next issue.

Parliament at Ottawa opens on Monday next, March 18.

"TELL IT TO THE MARINES"

ARMADA OF DECOYS

SECRET OF THE NAVY'S WOODEN SHIPS DISCLOSED

A DUMMY FLEET

GERMANS FOOLED AND TRAPPED INTO DOGGER BANK BATTLE

From time to time in the earlier days of the war whippers of mysterious dummy naval ships and their doings were prevalent, and much curiosity was manifested about them. The secret has been kept well, and it is only now that it is possible to lift the veil on the activities of this silent, jovial armada.

NOT ONE REAL WEAPON ON BOARD.
Daily Express Correspondent,
NEW YORK.

The amazing and jealously-guarded secret of how a British squadron of fourteen wooden battleships, armed only with wooden guns, deceived the Germans for seven months in the North Sea and decoyed them into the Dogger Bank disaster is now disclosed here for the first time.

The story is told by an officer of the Royal Naval Reserve who was actually on board the "flagship" of the squadron, and the New York Times, in giving the astonishing narrative to the world, describes the conception and execution of this idea of the "Suicide Fleet" as the "biggest trick" of the war.

A brief foreword states: "British censors kept the secret of the dummy fleet until a few days ago, when a cablegram brought word that the Admiralty no longer objected to publication of the facts."

The officer-eyewitness story follows:— From a White Star liner to the flagship of the British "Suicide Squadron"—the grey armada which never mounted a single gun nor fired a shot, yet patrolled the North Sea, keeping the German navy huddled behind its minefields, and played an important rôle in the battle of Dogger Bank—this was my experience in doing my bit for the Allies.

No such colossal war jest has been played on an enemy since the days of the Trojan horse. The British Admiralty tantalized the German navy with mysterious manoeuvres of a wooden squadron, some of the vessels made of barn lumber, and the Germans were completely baffled for months by the unexpected number of their enemies.

MOCK TURTLES

The wooden ship without a single real weapon aboard—British Navy men called them "mock turtles"—helped Britannia rule the waves during the first year of the war, and the Germans never once suspected that they were sought but what they seemed. The foe did not catch onto the joke even when one of their submarines sank a dummy at the Dardanelles, where it was serving as a mail ship for the Allied fleets.

They announced and rejoiced that a British battleship of the — class was sunk by one of our submarines, although the huge guns and turrets of the Dreadnought floated for days!

I never dreamed that I was soon to serve in the flagship of the squadron.

The whole secret came to me through the company depot officer when he offered to transfer me to that service. I accepted, and was ordered to report for duty at a tiny Scotch town on the North Sea.

The "special service squadron," made an appalling show of fighting strength as it lay at anchor in the little land-locked harbor which was its base. I wondered if the tale that they were dummies were not a farce for the consumption of spies.

Never have I seen warships with appearance more genuine. Grey monsters they were, with double turrets fore and aft, from which great guns protruded; wicker masts with crow's nests, and gaunt naval bridges towered above decks stripped for action, and anti-aircraft guns and range finders pointed in every direction.

All of them had steam up, as if ready to dash to sea. Not in my twenty years at sea have I gazed on a more formidable squadron if the eye alone were judge.

LOGS FOR GUNS

On board, the joke was evident at once. The fighting turrets were little wooden barns, with bare rafters inside. The great guns were logs, graduated from a sawmill tapered and bored in exact imitation of naval cannon.

Not a single gun aboard. We could not have sunk a rowboat.

The deck was covered with tightly stretched canvas, painted grey to represent the smooth steel deck of a man-of-war so that reconnoitering aeroplanes would be deceived.

Antiquated merchantmen of about 9000 tons burden, unfit for sea traffic in ordinary times, were the material out of which the Admiralty constructed the squadron. The flagship, however, was a better bottom than the others.

The ironical part of her history was that she was a captured German boat, the Kronprinzessin Cecilie.

Serving in dummy warships did not mean that our duties and discipline were shams likewise. The same rigid system prevailed as in the vessels we were made to libel. Gun drills were our only immunities. The men had to drill with lifeboats and race with the crews of other ships when in port. At specified intervals we all had to effect a landing on a supposedly hostile shore and charge up a hill in life-belt and collar. Encumbered with the heavy equipment, we fat fellows had a tough time of it, always reaching the top too jaded to hurt a toad and too late to serve even as reinforcements to our comrades.

THE COMMANDER

Commodore Haddock, who commanded the squadron, had been for years before the war captain of the White Star Liner Olympic. He was assisted by both merchantmen and naval officers, the latter directing the manoeuvres of the squadron. We never knew where we were going or where we were when out of sight of familiar landmarks. Like other squadrons of the British Navy, we were continually joining and quitting the Grand Fleet, where it lay at its base ready to dash to sea at any moment.

It was the men of the Grand Fleet who named as the "Suicide Squadron"; to them it was no small thing to venture out upon the sea unarmed and defenceless in the garb of the submarines' legitimate prey. Sometimes, upon quitting the main fleet, we left one or more of our own squadron and brought out an equal number of the "real boys" exactly like them.

The Grand Admiral of the British Navy on board a dummy flagship sounds like German satire, but it was a fact on one occasion. When we learned that Sir John Jellicoe was coming with his steel marvel of a flagship to inspect our poor, benighted dummy, we grinned.

The entire crew was drawn up at attention on deck when the admiral's launch touched at our companionway. On the aft deck he stopped and turned to the group of officers behind him, addressing our commodore. "What ship do you represent, sir?" he asked quickly.

"The Ajax, sir," replied Haddock. "Then that boat doesn't belong there, sir," returned Jellicoe, pointing to a small skiff suspended amidships.

In some embarrassment the commodore ordered it to be removed immediately. Jellicoe turned his attention elsewhere, and finally, after expressing approval of the dummy as a whole, departed.

One could hardly realize that we were the most harmless ships afloat in those troubled times and that the effective weapons aboard the leader of the battle line consisted of two toy rifles which their owners kept for sea birds.

Whenever we put to sea a fast steam yacht always went ahead to scout for us, and many times during the seven months in which I served in the dummy fleet we had submarine alarms from the scout, but never a close call.

NEWS FOR BERLIN

But some of our movements were reported in Berlin, although our identity or fraudulent appearance was not known or disclosed.

So when the German Admiralty frequently announced during the summer of 1915, "Our naval scouts sighted a squadron of British warships which fled at our approach," the neutral world, well knowing the British naval traditions, smiled at Teutonic simplicity. This tale was regarded as merely one of the many circulated by official Germany for home consumption.

But it was probably true, although the Germans themselves knew no more than

the rest of the world that those British vessels declined battle because they couldn't fight, and were "warships" only to the eye.

In the battle of the Dogger Bank it took the Admiralty experts themselves to discover what we really did in the spanking of Germany's prize squadron. David Beatty's famous squadron of battle cruiser led by the Lion, at that time the last word in the naval achievements, was inside Harwich or thereabouts, and not discernible to scouts in or over the North Sea.

The dummy fleet was manoeuvring about one hundred miles north of that point, in easy view, and experts deduce that the German scouts saw us and reported the way clear for another raid on the English coast. When the Germans came out, Beatty appeared at uncomfortably close quarters and offered them a better sport, for which they seemed to have little relish. In the running fight that followed the Blucher made port in Davy Jones' locker before the discomfited visitors reached their minefields.

WORLD FAME

Two of our dummies attained world notice, and even then nobody guessed that they were not real ironclads. One was detached for "foreign service," and with one small gun set up on her deck, was ordered to relieve a cruiser then hanging off Nantucket. The real war vessel was sent away upon business that evidently required real guns.

Another dummy was sunk, and thus inadvertently gave "comfort to the enemy, although her loss hardly affected the odds on the sea. It was after the special squadron had been discontinued that No. 14 came to grief. The remainder of her consorts had been permanently interned at Belfast.

Before disbanding, however, we were told that the Admiralty considered the dummy fleet a success, inasmuch as the Dogger Bank episode was in part our achievement.

Though there is no official authority for the theory, it is possible that the Germans, when they reported having sunk the British battleship Agamemnon, referred to the dummy ship No. 14. At any rate, the sinking of the Agamemnon was denied by the British, and the Germans undoubtedly thought No. 14 was a real war vessel—at least, for a day or so after they torpedoed her.—London Daily Express, Feb. 6.

SEALING FLEET DEPLETED

St. John's, N. F., March 12.—It was a greatly-depleted Newfoundland sealing fleet which started yesterday on its annual hunt in the waters off Labrador coast and in the Gulf of St. Lawrence. Like everything else in which sea-going craft are concerned, this industry has suffered severe losses from the war. The crack steel steamships which had largely replaced wooden vessels, and which were the most efficient ice-breakers in the world, were taken over for war purposes. Two of the best of them are now at the bottom of the sea.

The Florizel was swept on the rocks off Cape Race during a storm last month, while her sister ship the Stephens, was sunk by the German submarine U-53. The "wooden wall" fleet, nevertheless met with considerable success last year. The decrease in the number of pelts obtained was largely offset by increased value of the product. Seal oil, formerly a little noticed by-product, came into demand for use in the manufacture of munitions. Durable gloves for men in the trenches and in the air are now manufactured from the skins.

SPRING New Coats

We are showing a very exclusive line of the latest in Women's Coats. Those who pick first always get the best. Our assortment this season is the best yet. Being Coat Specialists, Customers are finding out it pays them to select from us.

C. C. GRANT
ST. STEPHEN

NOTICE TO SUBSCRIBERS

THE BEACON Mailing List is corrected to MARCH 12, and subscribers are requested kindly to examine the date on the address slip on the paper or wrapper to see if the date is correct. The date is that to which a subscription is paid, and on which a new one is due. No receipt is required for a renewal, the change in the date being an acknowledgement of subscription received. Should no change be made in the date within two weeks after a remittance for renewal has been sent, kindly notify the office by Post Card. The safest way to remit money is by Post Office Money Order or Postal Note. PLEASE EXAMINE THE DATE ON THE ADDRESS SLIP OF YOUR PAPER, AND IF IN ARREARS KINDLY REMIT PROMPTLY.

BEACON PRESS COMPANY

TO MEET BRITAIN'S WAR COSTS

London, March 9.—The House of Commons late last night agreed unanimously to the vote of credit of £800,000,000 moved yesterday by the Chancellor of the Exchequer, Andrew Bonar Law. This brings the total of the votes of credit during the war to £16,842,000,000.

"It is not an absurd paradox to say that the more we save the sugar now, the sooner we will taste the sweets of victory."

SINGER SEWING MACHINES

Can now be purchased at my Store for I have taken the Exclusive Agency for Eastport—Lubec—and this vicinity, and no matter how old—or out of repair your machine is, I will make you a liberal allowance for it on a New Singer. 3 Ply Roofing, \$3 Per Roll. Needles—Belts—Oil—Shuttles and new Parts for Any make. Sewing Machines and Talking Machines all makes cleaned and repaired —WHY NOT CALL—

EDGAR HOLMES SHOE STORE
131 WATER STREET EASTPORT, MAINE.

ARROW COLLARS
THE Arrow is the best Collar made in America, and is now retailed at 20 cents, or 3 for 50 cents. We are selling them, while they last, at 15 cents straight; and Youth's Sizes at 3 for 25 cents.
R. A. STUART & SON
ST. ANDREWS, March 2nd, 1918.

These cool days warn us to
Get Ready for Winter
LOOK THESE OVER
Perfection Heaters
Burn Kerosene; Economical, a gallon lasts a long time. Safe, simple to operate, easy to keep clean. Try heating with oil for a change.



FLASHLIGHTS
We are well stocked with Bulbs and Batteries.

Shingles
We have just received a large and well assorted stock of shingles. We can supply your wants in Builders' Material, glass, paints and oils, nails, paper, and prepared roofing.

J. A. SHIRLEY
Hardware, Paints and Glass

Remember this! Paint insurance on your buildings is just as important as fire insurance.

Sherwin-Williams Paints and Varnishes

Fire may never come, but the deteriorating effect of the weather on buildings of every kind is certain, unless protected by paint.

Unprotected wooden surfaces crack and become open and porous, then decay and rot starts. This means expensive repairs, which can all be avoided by the regular use of paint.

Examine your buildings now—A little money spent in painting at once may save you much larger expenditure a little later.

Sherwin-Williams Paint, Prepared, is the ideal paint for outside use. It is made of the purest and best materials, thoroughly mixed and ground by powerful machinery according to special formulae, the result of years of experiment and experience in paint making.

G. K. GREENLAW
SAINT ANDREWS

C. C. GRANT
ST. STEPHEN

Advertising Pays---Try a Beacon Adv.

Social
Miss Elena G. on Friday night, the Business Coll.
Mrs. W. Vernon delightful sewing home of her parents, Hibbard, for Mrs. Friday, March 8.
Mr. G. S. Grimm York on Monday.
Miss Gene How river friends.
Miss Alice Sh. the guest of Mrs. Mr. Allen K. G. arrived on Saturday.
Mrs. F. P. Barna to her home by a Mr. Hector Ric from his vacation.
Mrs. Ray Brewen in Mascarene parents, Mr. and Mrs. The Y. W. P. A. Thursday evening.
Miss Ethel McL. St. Stephen and is Mrs. Gus Rigby.
Mrs. G. W. Babb day from a visit to Mr. Archie Kenn friends in St. John. Pte. Vincent M. from Fredericton.
Mr. and Mrs. Ha ing the remainder Hotel Brice, Nice, F. ing been ordered the he was suffering from Mrs. Wm. Amos tertained their Sun Tuesday evening.
Miss Amelia Ken for a visit to Atlant The Women's Can their monthly meeti Thursday evening. turer will be Dr. Kie The Bridge Club r Lamb on Wednes Lamb was the hold Mr. and Mrs. G. Wednesday for St. they will go to New Mrs. Albert Shaw h member of the Pr Society.
Mrs. Herbert S. E New York and other Mr. and Mrs. Robe to New York to spend The Hon. Marg left yesterday aftern will be a guest at the —Montreal Herald, M

ON SHOR
Sunday's storm, wh heaviest that has be year, blocked the S traffic and there we along the line. A st engines behind it Monday night to cl roads between here especially heavy and deep drifts in which the crew had to w They put in a very ha did not reach St. Geo day morning. The immense snow drift thirty feet long. The engines arrived at St afternoon at 1.30 o leaving there this mo encounter no difficult up the line as last nig severe. On account of this way from St. Ste leave West St. John graph, Mar. 13.

FIRST AND SECON UNITS
Ottawa, March 6.— nounced, through the Office, that the fol arrived safely in Eng Infantry—Saskatch bec. 2nd Quebec, Ne 249th Winnipeg Battal unit, Western Onta Ontario unit, Manitob Scotia units.

A Word
IN the mon ber the s very bus a somewhat our customer tage if they printed mat months. It than to find a busy season DON'T SALES BOO THE RIGHT