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A THOUGHT FROM THE RHINE

I HEARD an Eagle crying all alone
Above the vineyards through the summer night,
Among the skeletons of robber towers.
Because the ancient eyrie of his race
Was trampled and walled by busy-handed men;
And all his forest-chace and woodland wild,
Wherefrom he fed his young with hare and roe,
Were trim with grapes which swelled
From hour to hour,
And tossed their golden tendrils to the sun
For joy at their own riches.—So I thought,
The great devourers of the earth shall sit
Idle and impotent, they know not why,
Down-staring from their barren height of state
On nations grown too wise to slay and slave,
The puppets of the few; while peaceful
And fellow-help make glad the heart of earth,
With wonders which they fear and hate,
The Eagle, hates the vineyard slopes below.

—On the Rhine, 1851.
CHARLES KINGSLEY.
(Born June 12, 1819; died January 23, 1875.)

THE 'NO POPERY' RIOTS

LONDON, on the 7th of June 1780
was in the almost unchecked possession of a mob composed of the vilest of the populace, in consequence of a singular series of circumstances. A movement for tolerance to the small minority of Catholics—resulting in an act (1778) for the removal of some of their disabilities in England, and the introduction of a bill (1779) for a similar measure applicable to the mere handful of that class of religionists in Scotland—had roused all the intolerant Protestant feeling in the country, and caused shameful riots in Edinburgh. A so-called Protestant Association, headed by a half insane member of the House of Commons—Lord George Gordon, brother of the Duke of Gordon—busied itself in the early part of 1780 to besiege the Houses of Parliament with petitions for the repeal of the one act and the prevention of the other. On the 2nd of June a prodigious Protestant meeting was held in St. George's Fields—on a spot since, with curious retribution, occupied by a Catholic cathedral—and a "monster petition," as it would now be called, was carried in procession through the principal streets of the city, to be laid before Parliament. Lord George had by this time, by his wild speeches, brought up his adherents to a pitch bordering on frenzy. In the lobbies of the Houses scenes of violence occurred, resembling very much those which were a few years later exhibited at the doors of the French Convention, but without any serious consequences. The populace, however, had been thoroughly roused, and the destruction of several houses belonging to foreign Catholics was effected that night. Two days after, a Sunday, a Catholic chapel in Moorfields was sacked and burned, while the magistrates and military presented no effective resistance.

The consignment of a few of the rioters next day to Newgate roused the mob to a pitch of violence before unattained, and from that time till Thursday afternoon one destructive riot prevailed. On the first evening, the houses of several eminent men well affected to the Catholics and several Catholic chapels were destroyed. Next day, Tuesday, the 6th, there was scarcely a shop open in London. The streets were filled with an uncontrolled mob. The Houses of Parliament assembled with difficulty, and dispersed in terror. The middle-class inhabitants—a pacific and innocent set of people—went about in consternation, some removing their goods, some carrying away their aged and sick relations. Blue ribbons were generally mounted, to give assurance of sound Protestantism, and it was a prevalent movement to chalk up 'NO POPERY' in large letters on doors. In the evening, Newgate was attacked and set fire to, and 300 prisoners let loose. The house of Lord Mansfield, at the north-east corner of Bloomsbury Square, was gutted and burnt, the justice and his lady barely making their escape by a back-door. The house and distillery of a Mr. Langdale, a Catholic, at the top of Holborn Hill, were destroyed, and there the mob got wildly drunk with spirits, which flowed along the streets like water. While they in various places were throwing the household furniture of Catholics out upon the street, and setting fire to it in great piles, or attacking and burning the various prisons of the metropolis, there were bands of regular soldiery and militia looking on with arms in their hands, but paralysed from acting for

want of authority from the magistrates. Mr. Wheatley's famous picture gives us a faint idea of the scenes thus presented; but the shouts of the mob, the cries of women, the ring of forehammers breaking open houses the abandonment of a debased multitude lapping gin from the gutters, many scenes of particular rapine carried on by thieves and murderers, must be left to the imagination. Thirty-six great conflagrations raged that night in London; only at Blackfriars Bridge was there any firing on them by the military. Day broke upon the metropolis next day as upon a city suddenly taken possession of by a hostile and barbarous army. It was only then, and by some courage on the part of the king, that steps were taken to meet violence with appropriate measures. The troops were fully empowered to act, and in the course of Thursday they had everywhere beaten and routed the rioters, of whom 210 were killed, and 248 ascertained to be wounded. Of these subsequently tried, 59 were found guilty, and of these the number actually executed was twenty.

The leader of this strange outburst was thrown into the Tower, and tried for high treason; but a jury decided that the case did not warrant such a charge, and he was acquitted. The best condemnation that could be administered to the zealots he had led was the admission generally made of his insanity—followed up by the fact, some years later, of his wholly abandoning Christianity, and embracing Judaism. It is remarkable that Lord George's family, all through the seventeenth century, were a constant trouble to the state from their tenacity in the Catholic faith, and only in his father's generation had been converted to Protestantism, the agent in the case being a duchess-mother, an Englishwoman, who was rewarded for the act with a pension of £1000 a-year. Through this Duchess of Gordon, however, Lord George was great-grandson of the half-mad Charles Earl of Petersborough, and hence, probably, the maniacal conduct which cost London so much.—*Chambers' Book of Days.*

TOWN COUNCIL

Town Hall, Tuesday, June 4.
A monthly meeting of the Town Council was this day held in Chambers at 8 o'clock p.m.

Present—The Mayor, G. King Greenlaw; and Aldermen Cockburn, Cummings, Douglas, Finigan, Gilman, Malpas.

Absent—Aldn. McFarlane, McLaren.

Minutes of meeting of May 14th ult. read.

Aldn. Cockburn took exception to the proposed manner of administering the oath in the cases of several applicants for refund or rebate of taxes, claiming that the oaths should be submitted to and passed by the Town Council, before authority was given the Town Treasurer for settlement of the same, etc., etc.

In connexion with the above the Clerk called attention to a typographical error in the published report in the BEACON of the 18th ult., in which the word own was substituted for the word sworn.

Moved by Aldn. Cockburn, seconded by Aldn. Malpas, that the Clerk produce the sworn statements of applicants for rebate or refund of taxes (now in the hands of the Town treasurer.) at the next meeting of Council. Carried.

The Mayor submitted that the appointment of Firewardens be taken up. After some discussion it was moved by Aldn. Douglas, seconded by Aldn. Cockburn and carried, "that the committee on fire-protection be instructed to ascertain if the members of the present board of Firewardens will serve if appointed, and to bring in the names of nine men who are willing to qualify and serve."

The Mayor submitted a communication from W. J. Littlejohn, City Clerk of Toronto, in re taking a vote of the people of Canada at the next general election for members of the House of Commons of Canada, on the question of asking for an amendment to the British North America Act, to provide for the abolition of the Senate of Canada.

On motion of Aldn. Douglas, seconded by Aldn. Cockburn and carried, the communication was laid on the table.

A communication from Mrs. Patrick Parker, matron of the Town Home, advising resignation of the charge on the first of October next, etc., was submitted.

Moved by Aldn. Douglas, seconded by Aldn. Malpas and carried. That the resignation of Mrs. Parker as keeper of the Town Home be received and referred to the Poor Committee.

BILLS PASSED.

J. D. Grimmer, supplies, Mrs. W. Reid, Poor,	\$45.31
Mrs. P. Parker, board 3 inmates, Poor,	48.00
J. D. Grimmer, sup., lumber, Streets,	26.62
John Dougherty, team, etc., Streets,	5.00
Martin Greenlaw, labor, Streets,	6.00
Nelson Eye, labor, material,	9.75
Wm. Bell, team, labor,	9.00
J. T. Ross, labor,	6.12
J. D. Grimmer, sup., cement, lumber, Fire,	148.24
A. W. Rigby, labor, tank, Fire,	32.00
Roy Richardson, labor, tank, Fire,	44.00
Martin Greenlaw, labor, tank,	33.00
W. F. Craig, Salary,	9.16
A. A. Rigby, lumber, tank,	13.75
W. H. Sinnott, Salary,	100.00
	\$335.95

E. S. POLLEYS,
Town Clerk.

MY BROTHER ON THE CLYDE

The following "Soliloquy by Mr. Thomas Atkins" was published in the *London Express* on the occasion of the Clyde strike:—

I'VE chucked away me bay'nit an' I'm slingin' down me gun,
I'm fed up with the business, and now I'm fairly done,
I've tried to work it out all right, so help me Gawd I've tried;
I've put the kibosh on it is my brother on the Clyde.

'E's workin' in a factory an' gits ten bob a day,
An' now 'e's downed 'is tools, 'e says, an' wants a bit more pay.
'E writes an' says these busy times 'is 'is bloomin' chance,
So I've downed tools these busy times—'somer'ere out 'ere in France.

Tuppence more each bloomin' hour is wot 'e says 'e'll git,
It's me on one an' two a day! Wot o' 'is time to quit,
An' 'is 'is the opportunity, so can't I be as wide
As 'im wot wrote this letter 'ere, my brother on the Clyde?

Busy times 'e talks about! So help me mate, it's funny!
'E'd stop the guns from barkin' for a bit o' lousy money.
'E's busy times 'e'd 'ave all right if once 'e lets us down—
A-diggin' out 'is family from the ruins of 'is town.

I've chucked away me bay'nit an' I'm slingin' down me gun,
I can play that bloomin' game—an' in comes Mister Hun;
Then down shuts all the fact'ries an' workshops far an' wide,
An' out o' work goes millions—an' my brother on the Clyde.

I don't mind all the fightin', or the trenches, or the mud,
Or the bitter cold at night-time, wot seems ter freeze yer blood,
Wot's made me sick an' tired, though, 'is makin' all this fuss
Fer tuppence more an hour, them—an' not a rap for us!

I wonder if them chaps at 'ome could ever even dream
Of wot things really are like 'ere, an' not just wot they seem
W'en you reads 'em in the papers an' puff yourself with pride,
I'd like to send a dream to 'im—my brother on the Clyde.

The guns are three mile back of us; 'e've got advance position,
They're not a bloomin' bit o' good; they've got no ammunition.
The Germans know it right enough, an' then they're four to one,
An' their shells is piled up sky'igh at every bloomin' gun.

They're comin' on in thousands an' down we go like dogs,
An' them guns on the back of us just useless iron logs.
You strikers struck the bloomin' chain with which our 'ands is tied!
I think 'e'd wake up, then, 'e wou'd—my brother on the Clyde.

I've picked me old gun up again; me bit of iron, too;
I'm jist a common soldier so I've got to see it through.
An' if they lets us down at 'ome, an' if 'e reads I died,
Will 'e know 'e helped to kill me—my brother on the Clyde?

NEWS OF THE SEA

Washington, May 31—News of the shelling of the Spanish steamer *Maria Pia*, which caused the death of her captain and several passengers, reached here to-day in diplomatic dispatches. The vessel reached a Spanish port after the encounter.

The steamer encountered the U-boat off the Chaffarinas Islands and was immediately fired upon. One shell killed the captain in his stateroom, as well as one of the crew, and wounded a woman passenger. A number of Moors aboard as passengers were drowned when a lifeboat capsized.

The submarine came to the surface and aided in the rescue of the passengers. The commander expressed his regrets, asserting that he did not know the steamer was a Spanish boat.

—An Atlantic Port, May 31—A German submarine lying in wait for transports carrying American troops was rammed and sunk by a large British transport off the Irish coast during the second week in May, according to authoritative information brought here by a prominent American returning from an important mission to England.

The ship, which sank the submarine, is one of the largest liners known to American and European travellers and she hit the boat full amidships after a torpedo had been fired and the transport was manoeuvring to make way for accompanying destroyers to drop depth charges. It is possible, the American said, that the submarine might have been forced to the surface by one of the explosions, but at any rate it came up less than fifty yards in front of the liner. In full view of the soldiers gathered on her deck, the big steamship rammed her way into the submarine and "cut her like a piece of cheese" the American said.

—An Atlantic Port, May 31—The American steamer *Amackassin*, a vessel of 266 tons gross, was sunk by a German submarine in the early part of April, with a possible loss of all but one of her crew of twenty, while on a voyage from Gibraltar to Genoa, according to Edward Madison, the survivor, who arrived here to-day on an Italian ship. The *Amackassin* was taken over by the United States government last October, and was sent to Italy in December.

Officials here of the New York and Hastings Steamboat Company, former owners of the *Amackassin*, said they had received no word of the loss of the vessel.

—Washington, May 31—Admiral Sims reported to-day the torpedoing and sinking of the transport *President Lincoln*, returning to the United States from Europe. No details were given. The dispatch said the vessel was sunk at 10 o'clock this morning. No mention was made of casualties.

The *President Lincoln*, a 15,000-ton vessel, formerly was a Hamburg-American trans-Atlantic plying between Europe and New York, and was taken over by the Government at the declaration of war.

The vessel sank within an hour after she was struck. Her position was not disclosed in the brief dispatch announcing her destruction.

An Atlantic Port, May 31—Two of Germany's newest and largest submarines of the cruiser class were sunk May 17 and 18 near Gibraltar, according to passenger who arrived here to-day on an Italian steamship. The U-boats were sunk by Allied destroyers, and from one of them prisoners were taken, the passengers asserted. The Italian liner was held at Gibraltar while the sea lane through which she sailed was cleared of the enemy.

Recent cable report carried the official announcement that one of Germany's new submarines had been destroyed. A German report subsequently stated that the German Admiralty had reported one of these boats long overdue.

—New York, May 31—Word was received here to-day in marine circles that the Italian steamship *Verona*, a vessel of 3,261 tons gross register, had been sunk by a German submarine. Officials here of the Navigazione Generale Italiana Line owners of the ship, said they had received no official confirmation of the report. The vessel was in the service of the Italian government. The sinking is said to have taken place last week.

—Washington, June 3—The oil tank steamer *Herbert L. Pratt*, reported sunk late to-day off Cape Penopol, Del., was the victim of a German submarine. Secretary Daniels announced to-night. One member of the crew of thirty-eight men was lost. The others were landed at Lewes, Del.

The sinking of nine vessels by the submarines has been definitely established by the navy. Secretary Daniels announced to-night, besides the *Pratt* and *Herbert*, the vessels sent down were the schooners *Jacob M. Haskell*, *Isabel E. Wiley*, *Hattie*

TO LT.-COL. JOHN D. MACRAE

ROYAL CANADIAN MEDICAL CORPS
(Author of "In Flanders Fields," Died in the service.)

I f ye break faith with us who die,
We shall not sleep though poppies grow in Flanders fields,
In Flanders fields again the poppies blow,
And now again the lark exults in songs,
Unmindful of the deafening din below,
As to the clouds in happy flight he wings,
The dawn you loved to greet—the sunset glow,
Now gladden other hearts—the while we keep
Our faith with you who faced the Teuton foe,
And now in Flanders fields immortal sleep,
The torch you passed when you had given all,
In trusty hands still blazes bold and bright;
The ours to hear and heed the holy call,
And, as you fought and fell, to face and fight,
Sleep on then, valiant soul, and have no fear,
Truth shall not pass nor Freedom disappear.

FRANCIS T. LEARY, *Brooklyn Eagle*, May 16.

J. HENRY DYER

The death of James Henry Dyer, which took place at his home in Elmsville on Saturday last, June 1, at the age of sixty-three years and eight months, has left a great vacancy in the home and community.

He had been in failing health for more than two years, but only during the last two weeks had he been confined to his bed. His devoted wife, two sons, and two daughters were with him to the last, lovingly ministering to his every need and wish. Medical aid was at hand, but it was sorrowfully realized that nothing more could be done toward recovery.

The best one can say of him cannot do full justice to the exemplary life he had lived, both publicly and privately. He had always given most generously of his time and of his best endeavors to promote the interests of his family, friends, church, school, party, and friendly society, and his departure will be greatly lamented by all.

His charities and gentle ministrations were thoughtful, and the hospitality of his home was delightful in its freedom to all and his friends who found awaiting them a glad welcome and a glad smile. No home in Charlotte County was more open to friend or stranger, and none ever went away wanting.

For years he was an enterprising local merchant, and in addition managed his large farm and blacksmith shop, and had been post-master for many years. Before his failing health he always took a prominent part in every undertaking, and in the business of the community, parish, and county.

He was first elected councillor of the Parish of St. Patrick in the year 1885, and was continuously re-elected for twenty years, declining further service in 1906 because of increasing age and pressing duties. He served as Warden of the county, and was a member of the last board of county valuers.

He was secretary of trustees for Elmsville school for eighteen years, and warden of Christ Church for forty years. His views, both in politics and religion, were pronounced, and he was ever faithful to his convictions. He was a strong supporter of the Conservative party.

Mr. Dyer was a member of the Loyal Orange Order, and at one time was master of the lodge at Bocabec, and a past county master. He was also a member of Sussex Lodge, F. and A. M., of St. Stephen, uniting with that order in 1884, and his brethren will feel a sense of personal bereavement. To them, and his host of intimate friends, we express our sincere sympathy, and particularly to those of his family and relatives who are left to mourn their loss.

The deceased was a son of the late Richard and Matilda Dyer, of Elmsville, where he was born in 1852 and had always resided. He was united in marriage November 15, 1882, with Barbara, daughter of the late John and Rachel Mitchell, of Tower Hill.

He is survived by his wife; four sons, Bertram, of Wyoming, U. S. Lawrence, of Saskatchewan; Willard, at home; and the church warden of the Bank of B. N. A., in St. Stephen; and two daughters, Mrs. Hazen Burton, of St. Andrews; and Miss Lorene, teacher. Two children pre-deceased him, Pearl and Florence.

Two brothers and two sisters also survive, Samuel, of Elmsville; and Ammaziah, of Michigan; Mrs. Jas. Atcheson, of Iowa; and Mrs. Edward Boyd, of Morrill, Texas.

Many very beautiful floral tributes bore testimony of sincere esteem.

A very large and devout gathering of friends from the surrounding districts and towns attended the funeral service, Tuesday afternoon.

Members of the Masonic Lodge and of the Loyal Orange Lodges marched in a body from the house to the church, where a most impressive and eloquent sermon was preached by Rev. D. W. Blackall, the rector and friend of the deceased.

The church was filled to its fullest capacity, and many could not find entrance. The choir of All Saints Church of St. Andrews officiated, rendering some very beautiful hymns and the Nunc Dimittis.

The remains were taken to Christ Church cemetery for interment, where the burial service of the church was concluded by the rector, after which the Loyal Orange Lodge, No. 116, and Sussex Lodge, read their most impressive burial services.

The pall bearers chosen were three Orangemen and three Masons, W. E. Simpson, of Oak Bay, Augustine Trundle, of Waweig, David Reed, of Elmsville, G. W. McKay, of Pennfield, Edward Armstrong, of Waweig, and Robert Feacock, of Rolling Dam.—*St. Croix Courier.*

Dunn, and Edward H. Cole, all previously reported in news dispatches. The crews of all the vessels were saved except the one man from the Pratt.

In addition, late to-night, the steamer *Winneconie*, 1,800 tons, and schooner *Hanphauge*, 1,000 tons, were reported sunk. Crews were saved.

—London, June 3.—Twelve of a fleet of thirty or forty fishing vessels which left Irish ports on the night of May 30, were sunk by a German submarine, says a Belfast dispatch to the *Daily Telegraph*. The submarine suddenly appeared in the midst of the fleet, and ordered the fishermen to take to the boats and row ashore. It then sank the vessels by shelling them.

The fishermen say the submarine was interrupted in its work and submerged, which probably prevented destruction of the entire fleet. The fishermen lost all their gear, but there were no casualties.

—An Atlantic Port, June 3.—Fifteen survivors of the three vessels sunk by a German submarine off the Atlantic coast and held prisoners for a time on a U-boat reached here late to-day on an American steamship to which they had been transferred by the submarine.

The fifteen men were survivors of two schooners and an oil tanker, it was reported. A navy guardship halted the vessel after she left the quarantine station and officers from the navy intelligence bureau boarded her to question the men.

—New York, June 3.—The *City of Columbus*, a passenger ship in the Atlantic Coast trade, is reported to have been sunk. The *City of Columbus* left Savannah on Friday and was due in Boston this morning. Of 5,433 tons gross, and built in 1904 at Chester, Delaware, she was sister ship to the *City of Athens*, which was sunk in a collision with a French warship off the Delaware coast last month with heavy loss of life.

—New York, June 3.—A wireless message saying the American schooner *Isabel B. Wiley*, had been "sunk by gunfire off Block Island" was picked up by an American steamship which arrived here to-day from the West Indies. First reports were that the vessel reported destroyed was the schooner *Ella M. Wiley*, but inquiry developed this vessel is in European waters.

—New York, June 3.—A wireless "S. O. S." call from the New York and Porto Rico line passenger steamship *Carolina*, saying that she was being attacked by a submarine was received here to-day. In addition to the steamship the four-masted schooner *Edward H. Cole*, has been sunk. Besides the *Cole*, four other schooners are reported as having been sunk.

Details of the additional sinkings had not been received early this afternoon, but the report was that they had been victims of the enemy somewhere off the New England coast.

They are the *Hattie Dunn*, a three-masted schooner of 365 tons, built in Thomaston, Maine, in 1884; the *Samuel W. Hathaway*, a four master, built at Brewer, Maine, in 1884; the *Jacob M. Haskell*, also a four master, built at Rockland, Maine, of 1,362 tons; and *Isabel E. Wiley*, of Bath, Maine, a three master of 611 tons.

The *Carolina*, with 220 passengers aboard and 120 in her crew, was bound for an Atlantic port at which she is this afternoon twelve hours overdue.

—Atlantic City, June 4.—A boat from the torpedoed *Carolina* came ashore in the centre of this resort this afternoon. It carried twenty-eight passengers, many of them women, and seven of the crew. This probably accounts for all of the 340 passengers and crew of the *Carolina*.

Shortly before 3 o'clock a second boat load of survivors of the *Carolina* rowed ashore here.

—New York, June 4.—The possibility that every person was saved from the coastwise steamship *Carolina*, shelled and probably sunk by one of Germany's invading U-boats on Sunday was indicated this afternoon with the arrivals of steamships at various Atlantic ports.

—Lewes, Delaware, June 4.—Sixteen of the thirty-five persons who were in the motor-boat of the *Carolina* landed here to-day were drowned during a severe thunder storm Sunday night while the boat was drifting about the ocean, seeking rescue.

—London, June 4.—A British destroyer was sunk in a collision Friday. The Admiralty announcement says there were no casualties.

—London, June 5.—Several persons were killed by explosions or drowned in the capsizing of a lifeboat from the steamer *Kenilworth Castle*, which reached a British port to-day in a crippled condition as a result of a collision. A number of persons also are reported to be missing. The steamer had on board about 300 passengers and mail from South Africa.

The explosions followed the collision. The *Kenilworth Castle* is a steamer of 12,975 tons. She was built in Belfast in 1904 and is owned by the Union Castle Mail Steamships Company.