



The Beacon



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THE LAST MISTRESS

ALL'S over, then: does truth sound bitter
As one that first believes?
Hark, 'tis the arrows good-night twitter
About your cottage eaves!

And the leaf-buds on the vine are woolly,
I noticed that, to-day;
One day more bursts them open fully
—You know the red turns gray.

To-morrow we meet the same then,
dearest?
May I take your hand in mine?
Mere friends are we,—well, friends the
merest.

Keep much that I resign:
For each glance of the eye so bright and
black,
Though I keep with heart's endeavor
Your voice, when you wish the snowdrops
back,
Though it stay in my soul for ever!

Yet I will but say what mere friends say,
Or only a thought stronger;
I will hold your hand but as long as all may
Or so very little longer!

ROBERT BROWNING
(Born May 7, 1812; died December 12,
1889.)

A HAPPY SHIP

LISTEN to those two Blues leaning
Over the Bar. "Was she a 'sp-7
ship, Bert?" "She was that. A proper
'ome from 'ome." Notice the past tense.
It is a well-known and undisputed fact
amongst sailormen R. N. that the present
ship is never a happy ship (just neutral)
until the commission is over; then she
becomes "me last ship" and is invariably
described as happy. For those who wish
to probe into the sailor's character there
is a wealth of knowledge hidden away in
this fact. It requires a certain amount of
nerve for any one to try to describe what
constitutes a happy ship in the Navy.
To define it in a couple of lines or a well-
turned sentence is an impossible job.
There are innumerable points, so small as
to seem ridiculous to the outsider, which
bear an altogether disproportionate
weight in the main argument. It is the
little things which irk and the little things
which help in this Service, not the big
ones. I have seen a ship damned by a
thing so small that a shore-goeer would
hoot with laughter at the idea of the hap-
piness of a ship being decided by it. Still,
there it is, and you have got to reckon
with it.

The onus of the happiness of the ship
rests to an enormous extent on the
shoulders of the Commander, commonly
known as "The Bloke." It is he that has
to arrange the entire routine of the ship,
and I say, without the slightest fear of
contradiction, that it is the routine which
is chiefly responsible for a cheerful and
willing crew for a crew who work
cheerfully. This is a heavy burden for
a man to carry, but the big proportion of
happy ships in this Service compared
with the other kind is a proof of the
understanding class of men from which
the "Blokes" are drawn. Mind this and
mark it well, it is not the slack Command-
er that makes a happy ship, for as a rule
he brings about a directly opposite result.
I served with one whom the men de-
scribed as "swift" and "ruddy hot," and
who was a perfect demon for work; but
when that Commander used to go on the
stage at concert times dressed as a P. O.,
and sing topical songs, the audience, with
a splendid opportunity at hand for show-
ing quite clearly their disapprobation of
him had they wished, used to rise in their
hundreds and applaud until the very
awning sagged. There was another
sportsman among Commanders who made
his ship a "ome from 'ome" by a novel
way of finding out how his routine
worked. He arranged each day to put
himself in the position of a seaman work-
ing in a certain watch or part of a watch,
and whenever that watch was piped for
a job of work he left his cabin, or the
Ward-Room, or wherever he was, and re-
mained on deck till that job was finished
and the men had gone below again. In
that way he learnt more about his routine
in a week than he could have learnt in
a year in any other way, and by the time
he had finished his experiment there was
many an alteration made.

A good test for finding out the happiest
ships in the squadron is to look for the
best ships at sport. It proves a lot more
than it seems to do at first sight. It
means that the routine of the ship is so
arranged that the men have plenty of
opportunities for getting ashore to prac-
tise, that there is that spirit of unity
which is so essential to the fighting-
powers of a ship whether at sport or at
action stations. If you want a further
test, take that sporting ship's name and
look at the cooling records of the squad-
ron and if she isn't in the first three I'll
cast my cap, chin-stay and all. Both Ser-
vices have a lot to thank sport for, be-

cause it has bridged the cold hard line
between Mess-Deck and Ward-Room with
a mutual understanding. Say what you
like, you can get a warmer glow of
comradeship when your centre three-
quarter, a humble A. B., chucks a pass to
you on the wing, enabling you to score,
instead of selfishly trying to break
through himself when he was well marked,
than you can by listening to a stuffy
lecture on the Brotherhood of Man.
Comradeship counts for a lot in a happy
ship, and, for the matter of that, in a
happy Service.

When we were lying at Malta one time,
entertaining a German cruiser (it seems
centuries ago), we arranged a Rugby
match for the Germans' amusement, and
as usual the sides were mixtures of
officers and men. The German officers
were on the touch-line, and were particu-
larly pleased by a heavy clean tackle
brought off by one of the team. Their
chill disapproval when they heard that
the tackler was a leading signalman and
the tackled our Navigating Officer was
too evident to escape notice. They dis-
cussed it with us after dinner on board
that night, and a young Lieutenant said
to me: "I don't like the idea, and we
couldn't do it. Yet it may account for a
lot I've seen in your ships and not been
able to understand." I suppose he had
been wondering, as many others do, what
makes a happy ship.

Another point that many an outsider
does not know is the power that a Padre
has in this Service for making a ship
happy. He is a link between those fore
and aft. His parish on board is composed
of slices from Mayfair, Tottenham Court
Road, Brixton, and Stepney, and if he is a
"working 'and" he knows them all in-
timately. For instance, he learns at
lunchtime the Ward-Room's idea on a
certain piece of routine, and afterwards,
smoking with the men, he learns their
side. He spots the little bit of grit that
has got into the bearings, and it is his job
to get it out. At this point he must begin
to study tactics with the intensity of a
Jellicoe. If his tactics are wise, the grit
is removed and the world wags on mer-
rily. "Give me a good Padre and I'll give
you a happy ship," was the phrase of one
Commander, and it is near enough to the
truth to go on with. Again, the outings
of a ship's company, especially in foreign
waters, are very dependent on the Padre.
Despite the smiles of the incredulous, he
is a very busy man. He may be a rotter
preacher and the holder of the poorest
Pass Degree, but if he learns to under-
stand his men the ship is the happier for
him.

Still, it isn't only the officers that make
a happy ship, though they have a big
share in it. A great responsibility lies
with the P. O.'s and C. P. O.'s, who are
the non-commissioned officers of this
Service and the backbone of it. These
men, hard-bitten practical seamen, have
the power of easing or increasing a strain
to a great extent. Each one has so many
men working under him, and according
as he interprets his superior's orders and
handles his men lies the easy working of
the ship. They are a body of men second
to none, and the Commander's work is
eased enormously by their loyalty and
keenness. In these days they have under
them not only the men bred and brought
up in the Service from their "Impreg-
nable" days, but also the vast new Navy,
men who till lately had no conception of
the word "discipline." It was here that
was the weak point in the German
armour. You can Prussianize men who
have been used to an iron discipline all
their lives, but you can't use the same
means with men who have come from
civil life with their knowledge of civil
privileges. The Germans fail principally
through their P. O.'s, and our Service has
succeeded exactly where they failed be-
cause our P. O.'s, untouched by Prussian-
izing methods, can still maintain a clean,
rigid discipline over old and new Navy.

All these points which I have men-
tioned are but the main pegs on which
things hang, but that the Navy as a
whole has found the ingredients of hap-
piness is self-evident to any one who lives
in the middle of it. If there ever was a
time when the onlooker would have ex-
pected the happiest ship to become
mouldy, it is now, when "drops of leaf"
are few and far between and life is dis-
tinctly on a monotonous plane; but let
the onlooker live with the Fleet for a bit
and he will find his forebodings vanish
into thin air. Never were boat-pullings
keener, concerts heartier, boxing meet-
ings more frequently arranged. Ward-
Room and Mess-Deck cheerier, than in
this year of grace, despite all the efforts
of the Hun to the contrary. Perhaps by
now my one-time friend, that young Ger-
man Lieutenant, is beginning to under-
stand some of those things he could not
understand when I met him at Malta.

—The Spectator.
"Does your maid ask for many evenings
out?" "No, indeed." "That's good." "Is
it?" "She takes 'em."—Baltimore American

THE HISTORY OF A FISH

AN ADDRESS
By PROF. A. G. HUNTSMAN
Biologist to the Biological Board of
Canada

Delivered at the Annual Meeting of the
Lake Erie Fisheries Association, Feb-
ruary, 1918.

MR. Chairman and Gentlemen: It
gives me great pleasure to be with
you again and witness the very successful
convention that you are now bringing to
a close, for it is most inspiring to anyone
having to do with our fisheries to see with
what earnest efforts your representative
association is striving for the improve-
ment of the conditions in your district.

My subject—"The History of a Fish"—
may require a slight explanation, for the
word "history" is susceptible of several
interpretations. It has been said,
"Happy is the nation that has no history,"
and in this sense history denotes famine,
plague, and war, such as accompany all
great changes and involve much suffering,
so that in the present critical times we
say that history is being made. With
some what similar reason we might say,
"Happy is the fish that has no history,"
for ordinarily the history of a fish would
mean an account of its exploitation by
man. In this sense our fish can scarcely
be said to have a history, for it is one of
those fishes that have been little used up
to the present time, and, although we
expect that it will have such a history in
the future, it is not as a prophet that we
come before you. How then can we
write its history at this time? We can do
it by telling where it is, what it eats, how
it breeds and grows, and in short all that
we can find out about its life.

The sum of our knowledge of such a
living thing we call its "biology," or we
may call it the science of the fish. This
word "science" is by some glorified, and
by others disparaged, but its only merit
is the thoroughness it should show, and
it deserves to be disparaged only when it
is false. You are all to some degree bi-
ologists and scientists, for science can be
nothing more, and certainly should be
nothing less than thorough, systematized
knowledge.

It is our misfortune to have been study-
ing a fish that lives in the sea along our
Atlantic coast instead of one of those that
abound in your wonderful lake, and for
that reason it may not appeal to you, but
what it loses in attraction from strange-
ness it may gain from novelty. We do
not propose to weary you with many de-
tails concerning this fish, but we shall
refer merely to some outstanding things
in connexion with its life. But before
doing so we desire to give you some idea
of the way in which we obtain our in-
formation concerning the fishes of the
sea and also to tell you something of the
condition of the fishing and of the people
in the places where our work is being
done.

Under the Department of the Naval
Service the Biological Board of Canada,
which consists of representatives from the
principal universities of the Dominion,
and of which the chairman is Professor
Prince, has undertaken the task of obtain-
ing information concerning the conditions
that are to be found in our waters, particu-
larly as they affect the fisheries. For
accomplishing this purpose on the Atlan-
tic coast they have established a Biologi-
cal Station at St. Andrews, New Brun-
swick, on a branch of the Bay of Fundy,
the St. Croix river, which happens to be
the boundary line between the State of
Maine and the Province of New Brun-
swick. To this station voluntary workers
from the universities and colleges of
eastern Canada go every summer during
the time they can spare from their teach-
ing duties, and carry on investigations
concerning the fishes. On the site of the
station there have been erected buildings
for the work, the principal one being the
laboratory, which contains a museum of
fishes and other marine animals, tanks for
keeping the fishes alive while being
studied, and the many scientific instru-
ments and apparatus that are so neces-
sary, as well as a long series of working
decks with gas for heating purposes and
with running fresh and salt water.

The St. Croix River, on the shore of
which the station is situated, is not a river
in the ordinary sense, for it contains salt
water and is nearly a mile wide and a
hundred feet deep, and, most unusual of
all for a river, the current does not flow
one way only, but both ways, for a little
more than six hours in one direction and
for about the same length of time in the
other, and this current is so strong, in
spite of the depth of the river, that when
it flows out into the Bay of Fundy it is
able to lower the surface of the water by
as much as twenty-five feet or even more.
This, of course, is the tide, whose cur-
rents make navigation so difficult, and
which causes such changes in the level of
the water that landing from a boat even
when a wharf is available may be no easy

matter. At the end of our wharf a land-
ing float, which rises and falls with the
tide, enables us to land easily at any time,
and a swinging gangway, which leads
from the float to the top of the wharf is
four times the height of a man above one.
When the tide falls, much of the bottom
in the shallower water is exposed and
reveals masses of green, brown, and red
sea-weed clinging to the rocks, as well as
innumerable kinds of queer animals.

We have three motor-boats for getting
about, two small ones between twenty
and thirty feet in length, and a larger one
sixty feet long, which is used for the out-
side work, seeing that it is completely
docked in to stand rough weather. This
larger one is called the "Prince," being
named after Professor Prince, and it is
well fitted out for our work of fishing,
dredging, and trawling. Six men can eat,
sleep, and work aboard it with fair com-
fort, and therefore we use it for trips of
considerable length.

The fishes, which are to be caught in
the salt water, are for the most part
decidedly different from those to which
you are accustomed, sharks (chiefly
small), and skates being quite common.
The latter with their slender tails and
broad flattened bodies, without a very
distinct head, are indeed curious creatures.
One caught beside our wharf, of which we
show you a photograph, was as long as a
man, and that kind is appropriately called
the barndoor skate. Although until re-
cently they were thrown away as useless,
they are now being sold upon our markets,
for I have repeatedly seen them exposed
for sale in Toronto during this last winter.

The principal fishery in the waters
near the Station is for young herring or
sardines, as they are called. The salt
water herring, though somewhat similar
in appearance to the herring of the lakes,
is in reality a very different fish, being
more closely related to the Gold Shad or
Sawbilly, which is found in Lake Erie.
Enormous schools of young herring enter
Passamaquoddy bay and the St. Croix
river during the summer and fall, and are
caught in permanent traps, called weirs.
The latter, which are somewhat similar
to your pound-nets, are built near shore,
just far enough out to have a fathom or
so of water at low tide, and each one
consists of a circular wall of piles driven
into the bottom close against each other
and topped either by brush or by a series
of poles on which a net is stretched, the
whole wall being high enough (over thirty
feet) to reach from the bottom to the sur-
face at high tide. The funnel-like en-
trance to the enclosure is on the shore
side, and from its centre a fence or leader,
constructed similarly to the wall of the
weir, runs shoreward nearly to high tide
mark. The sardines that enter the weir
during the night are taken out at low tide.
They are brought together by a purse-
seine, from which they are dipped into
boats by means of large dip-nets. They
are then measured in half-barrels or tubs,
and loaded into the larger sardine boats,
which are equipped with both sails and
gasoline engines, and which carry the fish
to the factories where they are canned.

The young herring, although only from
three to six inches long, are so abundant
that from sixty to eighty thousand barrels
are taken annually along a coast of only
about twenty miles long.

Our work last year took us far afield,
for we spent the entire summer in the
Gulf of St. Lawrence over five hundred
miles by water from our headquarters at
the Station. The "Prince" in charge of
two capable men, Captain Rigby and
Engineer Calder, made the trip in the
middle of May. We voyaged only by day,
encountered both fair weather and foul,
experienced a gale just before reaching
Halifax and a snowstorm on leaving it,
and entered the Gulf of St. Lawrence
through the narrow strait, or gut of Canis
to find on cruising along the straight, un-
broken, inner coast of Cape Breton island
that the high land was still covered with
a mantle of snow and that spring had not
yet arrived.

Our base for the summer's work was
Cheticamp or Eastern Harbor, a place
situated on the inner coast of Cape Breton
island not far from its northern extremity
at Sabot strait, and more than thirty
miles in a straight line from the nearest
railway. It is a thriving fishing village
with an exceedingly good harbor for small
craft. There is a strip of rolling, arable
country about two miles running along
the coast, back of which the land rises
rather abruptly to a height of about a
thousand feet to a barren tableland, tra-
versed by deep, narrow valleys or gorges.
The wind, when blowing off shore from
the southeast, drops from this high table-
land down to the coast, giving rise to such
powerful gusts that we were informed
our boat was not safe when in the harbor
and made fast to the wharf if a southeast
wind should come up. Indeed, it was not
unusual to see buildings and beacons fast-
ened with southeast stays to prevent their
being overturned or carried away when
the wind was from that quarter.

The conditions in the water were like-
wise very different from those to which
we had been accustomed at St. Andrews,
for the rise and fall of the tide at Cheti-
camp is only three or four feet, and the
water is so little mixed that it becomes
decidedly warm at the surface in the sum-
mer and yet remains ice-cold at fifteen
fathoms down. The result is that the
temperature of the air in summer is
rather high and fogs are very infrequent
as compared with the Bay of Fundy. For
the fishes the differences are just as great,
since warm-water fishes unknown or rare
in the Bay of Fundy, such as the mackerel
and cunner, as well as the oyster, abound
in the warm surface water, while cold-
water fishes like the cod which
at St. Andrews is taken for the most part
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in abundance throughout the summer in
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(Concluded Next Week)

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WEIRMEN FIX PRICE OF SARDINES

St. George, N. B., April 26—The annual
meeting of the Weir Owners' Association
was held here to-day at the Imperial
Theatre. It was from every point of view
the most satisfactory meeting ever held
by the association. A large number of
delegates were present and every section
from St. John to Grand Manan was rep-
resented, the latter place having the largest
number of delegates ever attending a
meeting. President George E. Frauley
presided, and the report of the secretary-
treasurer was heard and adopted. New
officers were then elected as follows:—
George E. Frauley, president; Harry Bel-
vey, St. John West, vice-president; Oscar
Hanson, of Little Lepreau, secretary-
treasurer; executive—Grosvenor Cook,
Grand Manan; A. E. O'Neill, St. Andrews;
Ed. McKay, Bocabec; J. D. Catherine,
Lettie; Fred Richardson, Deer Island;
Joshua P. Justison, Pennfield; Jno. Ward,
Sealey's Cove; G. H. Ellis, Pocolong;
Dan Cassidy, Mace's Bay; Arthur Abbott,
Chance Harbor; Jas. Kerrigan, Musquash;
Oscar Ring, St. John.

The question of the price of fish was
then discussed. After hearing the senti-
ments of those present from the different
sections, the following committee was
appointed to draw up a resolution on the
matter: Grosvenor Cook, Alonzo Stewart,
J. C. Catherine, Oscar Hanson, G. H. Ellis,
Arthur Abbott and Howard Ellis. They
brought in a report recommending the
adoption of a price of \$25 a hoghead to
the end of the season, the members re-
serving the right, should conditions arise
to warrant it, to take more than \$25.
This was adopted unanimously by the
meeting.

On invitation of Dr. Keirstead, in order
to meet Mr. Sawyer of the food board of
Ottawa, the following committee was
appointed to proceed to St. John on Sat-
urday and attend a meeting to be held
on the board of trade rooms. L. B. Knight,
Oscar Hanson, Howard Ellis, and Harry
Belyea.

SARDINE PRICES

E. O. Sawyer, jr., of the fish section of
the food control board left last night for
Ottawa. Mr. Sawyer, before leaving,
stated that he wished to point out that
the price of sardines has not been fixed
by the food board. The U. S. food ad-
ministration has fixed a maximum price
of \$25 per hoghead for raw sardines
until August 1. Canadian weirmen have
agreed to accept \$25 as a minimum price
for the year. If necessary, the Canada
food board will intervene with the U. S.
food administration to secure a fair price
for the weirmen after August 1.—St. John
Telegraph, April 30.

APRIL BRITISH LOSSES

London, April 30—British casualties
reported in April reached a total of 32,475,
divided as follows:
Killed or died of wounds—Officers,
1,621; men, 7,723.
Wounded or missing—Officers, 7,447;
men, 35,684.

Although the complete reports of
casualties sustained in the recent heavy
fighting in France and Belgium apparently
have not yet been made, a marked in-
crease is shown in the April figures. The
total in March was 14,090, the smallest in
several months. The Somme losses went
as high as 130,000 a month.

BUYS AUSTRALIAN ZINC

Melbourne, Australia, April 29.—The
British Government has contracted for
the purchase of virtually the whole pro-
duct of Australian zinc concentrates for
the period of the war and a decade there-
after.

"Why do people marry in June?" "It's
a wise custom. You wouldn't start 'em
off facing a coal problem, would you now?"
—Judge.

NEWS OF THE SEA

—Bogota, Columbia, Friday, April 26
—The German steamer *Prinz Eitel Fried-
rich*, which has been interned at Puerto
Columbia, was burned and sunk at her
anchorage there to-day.

—New York, April 29—The American
steamship *Westerly*, one of the first of
the new ships built by the emergency
fleet corporation, was sunk in a collision
yesterday off the French coast, according
to information received in shipping circles
here to-day. All aboard were saved.

The *Westerly*, a vessel of about 5,000
tons, launched on the Pacific coast in
February, was returning to the United
States after having completed the first half
of her maiden trip to Europe. No details
of the collision were received.

—London, April 29—A party of 57
American army young men's Christian
Association workers, under Arthur E.
Hungerford, arrived in London last night.

The steamship *Oronsa*, 9,075 tons, on
which they sailed, was torpedoed yester-
day morning and sank in 12 minutes. All
the passengers and all but three of the
crew were saved. The passengers were
picked up in lifeboats and landed at a
British port. The number of persons on
board the vessel was about 250.

The vessel was struck amidships while
proceeding in a large convoy under the
protection of a number of destroyers. It
was proceeding at about 10 knots, in
bright moonlight, when struck. There
was an immediate heavy list, and three
minutes later the boilers blew up exting-
uishing the lights all over the ship.

NOTICE TO MARINERS

MARITIME PROVINCES AND
QUEBEC

(42) Canadian list of lights and fog signals
—New edition
A list of all the lights and fog signals
on the Atlantic coast of the Dominion of
Canada, including the Gulf of St.
Lawrence and the River St. Lawrence to
Montreal, corrected to the 1st April, 1918,
has just been published. Copies will be
supplied to mariners free on application.

PATRIOTIC WORK ON GRAND MANAN

Rebekah Lodge, of North Head, Grand
Manan, held a sale recently in the Odd
Fellows Hall, for the benefit of the Grand
Manan soldiers, from which the sum of
\$163 was realized, \$40 being donated by
the women of White Head. The fancy
table was in charge of Mrs. Naves; Home
made candy—Mrs. Winchester; Ice-
cream—Mrs. Gaskill; Home-cooking—
Mrs. Richardson and Mrs. Blumortier;
Fish-pond—Mrs. Nesbitt. Ten dollars
was realized from the sale of a quilt
donated by Mrs. John Morse and Mrs.
Small, of White Head; and thirteen
from the sale of a silk quilt given by Mrs.
A. Richardson, of Castalia. The money
will be used in purchasing yarn for socks.
This little band of patriotic women are
sewing for the St. John Red Cross, and
have made and shipped many articles of
clothing. They have knitted 250 pairs of
socks, which from time to time are sent
to the G. M. soldiers. Boxes filled with
good things were sent at Christmas and
again at Easter. The good work will be
kept up until the war is over. Letters of
grateful thanks have been received from
the boys at the front, showing their
appreciation of the work done in their
behalf.

MAN AND WOMAN POWER REGISTRATION

Registrars throughout Canada have
been appointed by the Dominion Regis-
tration Board to ascertain and register
the man and woman power of all persons
between the age of 16 and 60. The Regis-
trar appointed for Charlotte County is
Sheriff R. A. Stuart, St. Andrews.
The Registration Board states that it is
desirable that all persons who are able to
offer voluntary assistance to assistan-
deputy registrars on the day of regis-
tration should offer their services to the
registrar for their electoral district. As
registration day will probably be on a
Saturday, it is hoped that school boards
will offer to the registrars use of school
buildings in which to take the registration.

ARBOR DAY

W. M. McLean, School Inspector of
District No. 6, has appointed Friday, May
10, as Arbor Day. The day will be
observed in St. Andrews by the planting
of some trees and putting the school
grounds in order.

"Do you believe in heredity?" "Of
course I do," replied the gentle egotist.
"Why I've got one of the brightest boys
you ever saw."—Washington Star.