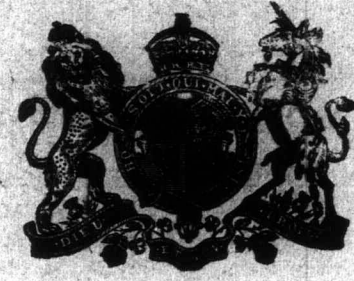




The Beacon



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SPEAK!

WHY art thou silent! Is thy love a plant
Of such weak fibre that the treacherous air
Of absence withers what was once so fair?
Is there no debt to pay, no boon to grant?
Yet have my thoughts for thee been vigilant—
Bound to thy service with unceasing care,
The mind's least generous wish a mendicant.
For naught but what thy happiness could spare.
Speak—though this soft warm heart, once free to hold
A thousand tender pleasures, thine and mine,
Be left more desolate, more dreary cold
Than a forsaken bird's-nest fill'd with snow
'Mid its own bush of leafless eglantine—
Speak, that my torturing doubts their end may know!

—WILLIAM WORDSWORTH

(Born April 7, 1770; died April 23, 1850.)

"WHO GOES THERE?"

A SENTRY IN MACEDONIA

WHOSO by night keeps watch in
Macedonia may gaze from his post
at evening, at mountains behind mountains,
at hills covered with a dense and
seemingly impenetrable bush, across
a plain that divides the mountain systems
with league upon league of fertile land,
broken by ravines, straggling villages, and
minarets. The starlight strikes down
upon the twisted strands of wire before
him, the remote whiteness of the empty
cottages, and a shallow stream that
meanders beneath its trellised roof of
branches. All else is hidden.

The accumulated gunfire of the entire
war, reinforced by the toy-moonshine of
Verrey lights, the splutter of machine-gun
and rifle fire, and any other noise devised
by civilized man, would produce upon
nature in a Macedonian night little more
than a mild sense of inconvenience.
What else can one expect in a land of
tortoises?

The going down of the sun is the signal,
alike for the falling asleep of one half
and the awakening of the other half of
the inhabitants of hill, bush, and thicket.
No sooner has the last light gone from
the West than millions of crickets and grass-
hoppers begin a mighty concert, repeated
over and over again. It is a song of one
note. In the cricket it is moderately
musical, but the grasshopper sound never
rises above a whistling whirr. So monotonous
does it become that one falls at last
to be conscious of it until it diminishes
or ceases, or unless one is straining
one's ears to analyse another sound that
comes from just beyond the wire. This
new sound the Sentry, if he be lately out
from England, will swear to be made by
an enemy patrol moving among the
bushes. It suggests a slow and deliberate
movement as of somebody moving with
difficulty and care. Suddenly it is broken
into by a frenzied scraping noise and a
bump. Hearing these, your suspicions, if
you are not a newcomer, are justified at
once. It is the tortoise again.

Now the tortoise has but one aim in
life—to discover suitable winter quarters.
All day and all night he looks for them.
That is why he walks slowly, with fre-
quent glances right and left. His anxiety
that the winter quarters will not be found
before the end of autumn has wrinkled
his brow. He blunders through the hor-
nbeams. He cannot squeeze through
narrow spaces; he fits up one side to get
through. He makes a noise out of all
proportion to his size. Unaccustomed to
leaping, he rarely looks before. He does
not see the ft. precipice beyond, presses
forward in a fever of slowness, and falls
headlong over the side, his shell and
claws scraping the rock as he descends.
A dull bump marks his arrival at the
bottom of the ditch, where he sprawls on
his back until he finds a stone against
which to lever himself over.

In the dark tree above him shines a
reddish light. His noises have produced
no flicker in it. It might be a glow worm,
or an illuminated watch dial. A pair of
field-mice can see better. They see a
pair of lights, and remain silent and
motionless. But the owl cannot descend
upon them from his tree, and pretends
not to be hungry. That is why he is so
still and unblinking; that is why his eyes
might almost be a pair of sleeping glow-
worms. He is assuming disdain, and
there on the branch he remains like a
statue until a grass snake disturbs the
noise, and he flies hooting away.

As the owl wheels low over the bushes
a wild cat creeps with belly pressed
against the ground towards a covey of
sleeping partridges. No real wild cat this,
but a descendant of the outlaw cats who
once purred before the hearth in those
empty cottages. The life of the bush, and
its tradition of independence, received
through three or four generations, have
made of it a free lance. It creeps on
nearer and nearer to the covey. But the
outlaw Bulgarian dog who steals our ration
meat, though no hunter, is coming from
the opposite direction. Suddenly he
plunges into the midst of the covey; the
terrified birds flutter and squawk; the cat

creeps off again; and half a colony of
green lizards scuttle away among the
dried leaves. A cockchafer dashes past
on clumsy wings like a ricocheting bullet.

All night long the sounds continue.
Nature lives and moves and has her being
about the very shell craters as if there
were no war. A hedgehog, lost in the
gloom, falls over the parapet, and perfor-
ates a rat, which squeaks loudly and
darts into the dug-out. Hour after hour
the crickets and grasshoppers maintain
their iteration. At last a jackdaw chuck-
les hard by, a hoodcrow flaps a sinister
wing, and a magpie shakes out the black
and white of his plumage. Almost imper-
ceptibly the other sounds and movements
have died out. The first streak has
touched the sky behind the eastern peaks.
—A Correspondent, in *The Times Weekly*
Edition.

PRINCE BLAMES GERMANY

London, March 28.—The personal memo-
randum of Prince Lichnowsky, revealing
the inner workings of German diplomacy,
and which has caused much feeling in
Germany against the former Ambassador
to Great Britain, leaked out last summer
through the German general staff after
the fall of Chancellor von Bethmann-
Hollweg. This statement is made by the
Socialist Vorwaerts of Berlin, and is pub-
lished by the *Times*, which also reprints
from the Vorwaerts the most important
points of the memorandum.

The leading feature of the Prince's
statement are:

Sir Edward Grey said no agreement
existed between France and Britain regard-
ing the Baghdad Railway.

Britain was uncomfortable over the in-
crease of German sea power, because of
the warlike German attitude, and there-
fore joined with France and Russia by
treaty. She would not have drawn the
sword, however.

Churchill proposed a naval building
holiday, and an agreement was in sight
when war broke out.

There was no British ill-feeling toward
Germany's economic advance.

He praised the King and Sir Edward
Grey.

"We deliberately destroyed the possibi-
lity of peaceful settlement," is the former
Ambassador's considered judgement. He
cannot feel surprised that "the whole
civilized world outside Germany attributes
to us sole guilt for the world war."

The whole story which he records
corroborates this judgement, and cannot
be reconciled with any other.

The first thing of coming trouble which
reached him seems to have been von
Bethmann-Hollweg's refusal to share his
optimism when he visited Wilhelmstrasse
early in July, 1914.

The Chancellor and the Under Sec-
retary for Foreign Affairs complained of
Russian armament, and the latter declared
that Russia was everywhere in Germany's
way. At the same time he learned that
von Thirskir, the German Ambassador at
Vienna, had been rebuked because he had
counseled moderation towards Serbia.


But these were mere straws showing the
direction of the current.

Meanwhile the attitude of England was
absolutely pacific and the English press
protest against the political exploitation
of the Sarajevo murders, but it sternly
reproved the crime. It at once under-
stood that the unprecedented ultimatum
which under stimulation from Berlin
Count Berchtold had launched at Serbia,
meant war. Still Sir Edward Grey, as he
then was, did not despair and the former
German Ambassador bears the strongest
testimony to the sincerity of his unwear-
ing efforts to avert this war which the
Germans calumniously assert he provoked.

"The Prince declares that 'it would
have been easy to find an acceptable
solution' for the two relatively small
points left in dispute between Vienna and
Belgrade and that, given good will every-
thing could have been settled in one or
two sittings' of the body proposed by Sir
Edward.

"A hint from Berlin, would have been
enough to make Count Berchtold less
satisfied with a diplomatic success and to
cause his acquiescence in the Serbian
reply.

"This hint was not given, on the con-



Military Service Act

Important Announcement to All

EXEMPTED MEN

and to the Public Generally

IN dealing with the very large number of claims for exemption brought forward for consideration in connection with Class 1 under the Military Service Act, it has occurred, as was inevitable, that as a result of false statements and difficulties put in the way of investigation, some individuals have secured exemption whose proper place is in the Army.

It is not the intention of the Government to allow these men to evade permanently their obligation to bear their part in the military defence of the Country and of the ideals for which we are fighting. To do so would defeat the purpose of the Act, and cause grave injustice to men in the second class necessarily called out to fill their places.

Exemptions Granted on False Grounds

It is, therefore, proposed to scrutinize carefully all exemptions granted to date in order to separate those which have been granted on false or insufficient grounds from those that are well founded.

With this object in view the various Registrars under the Military Service Act have been instructed to issue a series of questionnaires to exempted men. These questionnaires must be filled up correctly and returned promptly under penalty of forfeiture of exemption for failure to do so.

Exempted Men Who Have Changed Address

It is therefore important in their own interest that all exempted men who have changed their address since their exemption was granted and who have not already notified the Registrar of such change should notify him at once. Under the Regulations it is the duty of exempted men to keep the Registrar advised of any change of address, and failure to receive the questionnaire by reason of neglect of this duty must be treated as equivalent to failure to return the questionnaire after receipt.

Citizens Urged to Assist

In many instances information has been furnished by members of the public which has led to the cancellation of exemptions obtained by false or misleading statements. Further co-operation of this character is invited. The Government regard it as the Duty of all loyal citizens, not only to the Country, but to the men at the front, to assist in this way in securing reinforcements on a just and legal basis. Correspondence of this character will be treated as strictly confidential and will receive the fullest investigation.

CHARLES J. DOHERTY,
Minister of Justice.

Correspondence should be directed to **W. A. Ewing, K.C., Registrar**
under the Military Service Act, St. John, N.B. 401F

NEWS OF THE SEA

—New York, March 28.—The American tank steamer *O. B. Jennings*, a vessel of 10,209 gross tons, owned by the Standard Oil Company, is beached on the British coast as a result of a collision and fire at sea, according to a brief cable information received by the Standard Oil Company here to-day. The cable added that one member of the crew, a seaman named Shea, is missing and is believed to have been drowned. The vessel carried a crew of 49 men.

—London, April 1.—The British armed boarding steamer *Tithonus* was torpedoed and sunk by a German submarine on March 28, according to an official statement issued by the Admiralty. One mercantile officer and three naval ratings were lost.

—New York, April 1.—The steamship *Celtic*, one of the big White Star liners was attacked and torpedoed by a German submarine according to reliable information received to-day in marine circles here, during a voyage from England to America. Efforts are being made to save the vessel, which, it is believed, carried no passengers.

The *Celtic* has a gross tonnage of 20,904 tons, and has for many years been one of the largest ships in trans-Atlantic service. She was built at Belfast in 1901, and flies the British flag.

—New York, April 2.—The Italian steamer *Alessandra*, a vessel of 2,432 tons, gross register, has been sunk by a German submarine off the island of Madeira, according to advices received in marine circles here to-day. The crew was landed last Saturday at Funchal. The *Alessandra* was last reported leaving Gibraltar for New York.

—Boston, April 2.—Sinking of the British steamer *Carlisle Castle*, presumably by a German submarine while on a voyage from this country for a foreign port, was reported in shipping circles here to-day.

Boston reporters notified marine underwriters that they had been advised of the loss of the vessel, but had no information regarding the fate of the crew. The ship was under charter to the Cunard Line. The *Carlisle Castle*, a vessel of 4,325 gross tonnage, was owned by the Union-Castle Line, and was built at Newcastle, England, in 1913.

London, April 3.—There was a sudden and marked decrease in the losses of British shipping through mine or submarine during the past week. The Admiralty reports that only six British merchantmen of 1,500 tons or over and seven under that tonnage were sunk in the week ending March 30th. Five fishing vessels also were sent to the bottom.

The Admiralty statement continues: "Fifteen British merchant vessels were unsuccessfully attacked by submarines. The large vessels reported sunk include one sunk during the week ending March 16, and the smaller vessels reported sunk included one during the week ending March 23."

"The arrivals during the week ending March 30 were 2,410, and the sailings, 2,379."

The losses to British merchantmen through submarines and mines, in the past week are less than one half the losses in the previous week, when twenty-eight merchantmen were sunk, sixteen of the vessels over 1,600 tons.

The Admiralty report for the preceding week showed the loss of seventeen vessels while for several weeks prior to that the weekly loss was eighteen. The loss in larger ships is the smallest on record for the last year.

—Rome, April 3.—In the week ending March 30, Teutonic submarines sank three Italian steamers of more than 1,500 tons and destroyed one sailing vessel of more than 100 tons and nine sailing vessels of a tonnage under that figure.

—London, April 3.—A British torpedo boat destroyer was sunk April 1 as a result of a collision, according to an official statement issued by the Admiralty to-night. All on board were saved.

—London, April 3.—The steamer *Conargo* was torpedoed in the Irish Sea on Sunday morning, according to the *Evening News* to-day. This vessel is a British steamer of 4,312 tons gross, and owned by the Commonwealth of Australia. At about the same time, the newspaper states, the Greek steamer *Salaminia* of 3,112 tons, was sunk by gunfire. About fifty men are reported missing from the two vessels.

The *Conargo's* crew of 50 men got away in the boats, the account states, but two of the boats were sunk by the gunfire. The third boat, containing fifteen men, was picked up. It is feared the others are lost. From the *Salaminia*, fifteen members of the crew are missing.

FIRE AT EASTPORT

A fire of mysterious origin caused about \$50,000 damage to the wharf, warehouse and office of the Eastern Steamship Lines in Eastport, on Friday. The freight steamer *Massasoit* had just finished loading when flames were seen in the office of the warehouse. They spread rapidly to the freight in the building and immense quantities of canned goods, meal, and other food stuffs were destroyed. The building itself and wharf were badly damaged.—*St. John Globe*, March 30.

MORE WRECKAGE FROM "BATISCAN"

Yarmouth, March 27.—Steamers arriving this afternoon from shore ports and points in the Tusket Islands report that small quantities of wreckage are being picked up at several points from the ill-fated *Batiscan*.

Two life belts were picked up at Ellenwoods Island, and a portion of a ship's boat near Flat Mud Island. A portion of a bridge with stanchions, etc., attached, was found floating about three miles south of outer Bald Tusket Island, and nearby was found a large ice-box about six feet long, and a bundle of charts.

Yesterday a fisherman from Deep Cove Island picked up the body of another Chinaman floating in Gannet Southwest Shoal. This body, with the one picked up on Monday, was brought to Yarmouth to-day. In his clothes was found a letter in Chinese, addressed to Sam Lee.

E. M. Phillips, former chief engineer of the ship, arrived here from Sydney this afternoon and identified the body of the officer picked up off Sandford on Monday as that of Daniel Evans, of Poulton Wollosey, Cheshire, England, where he leaves his parents. This was the first time away from home. The funeral will take place on Friday afternoon, when the body will be interred in the lot set aside in Mountain Cemetery for ships' officers who unfortunately lose their lives by shipwreck on our shores. Mr. Phillips will remain in Yarmouth for the funeral. The funeral of the two Chinese firemen will take place at the same time.

EASTERN STEAMSHIP COMPANY

Steamer *Governor Cobb*, one of the Eastern Steamship fleet, has been taken over for Government service at Boston, having been chartered by the United States Shipping Board as the fourth of a fleet of steamers making their base at Boston for the training of young men as seamen and firemen for the merchant marine, the other three being the *Calvin*

NEWFOUNDLAND'S SEALING FLEET

St. John's, Nfld., Mar. 29.—Landing of catches by three steamers of the Newfoundland sealing fleet which have arrived here was delayed to-day by difference between the crews and the owners over the price to be paid. The crews demanded \$240 a ton, while the owners refused to pay them more than \$200. The disagreement tied up not only the steamer *Fogata*, with 14,000 pelts and the *Eagle* with 26,000, which arrived yesterday, but also the *Sable*, the first of the fleet to return, which put in Tuesday with 16,000.

Mar. 30.—The steamer *Erik* arrived here last evening with twenty-four thousand seals. An agreement will likely be made to-day between the crews and owners of all the sealing steamers for the purchase of seals at \$12 per hundred-weight for young and \$9 for old seals.

April 2.—Owners of Newfoundland sealing steamers to-day virtually abandoned plans for sending them on a second voyage to the hunting grounds as a result of reports of stormy weather brought in by the latest arrivals. Wharf laborers loading the cargoes returned to work to-day after striking yesterday for higher wages. The laborers demanded a forty per cent increase, but accepted an offer of twenty-five per cent. The recent arrivals were the steamers *Thetic*, with 22,000 young seals, *Ternavova*, 26,000, and *Diana*, 20,000.

THE BRITISH LIBRARY