

## Rich AND Mellow



### King Cole Tea

You'll Like the Flavor

### SHIPS DIFFER FROM NELSON'S; NAVY'S SPIRIT SAME

Sir John Jellicoe Tells of Work of the Fleet on Seven Seas

(Special to the Star.)

London, Jan. 30. (By Mail.)—Sir John Jellicoe made his first public speech since his transference from the command of the fleet to the post of First Sea Lord, when he was presented with the freedom of the Fishmongers' Company of London, England, last night.

"There are great differences between the conditions of today and a hundred years ago. There is the greater speed of ships, in the longer range of guns, in the menace of the torpedo as fired from ships, destroyers, and submarines, and the menace of mines, the use of aircraft as scouts and of wireless telegraphy.

"In the Napoleonic era the ships opened fire with guns at ranges of about 800 yards. The ships of today open fire at 22,000 yards (or eleven nautical miles) range, and the gunfire begins to be very effective at 18,000 yards. The torpedo as fired from surface vessels is effective certainly up to ten thousand yards' range, and this requires that a ship shall keep beyond this distance to fight her guns. As the conditions of visibility in the North Sea particularly—are frequently such as to make fighting difficult beyond a range of ten thousand yards and as modern fleets are invariably accompanied by very large numbers of destroyers whose main duty is to attack with the torpedo the heavy ships of the enemy, it will be recognized how great becomes the responsibility of the Admiral in commanding a fleet, particularly under the conditions of low visibility to which I have referred.

"As soon as destroyers tumble upon a fleet within torpedo range the situation becomes critical for the heavy ships. The submarine is another factor which has changed the situation, as this class of vessels with the use of mines entirely prevents the close blockade resorted to in former days. In addition, these two weapons add greatly to the anxieties of those in command. It is one thing dealing with an enemy that you can see; it is a different matter to deal with a hidden foe. Thus modern conditions add immensely in this respect to the responsibility of those commanding fleets. They cannot get within the range of the enemy without being seen. The British fleet of today, watching the German High Sea Fleet, is not in the same happy position as the British fleet of a hundred years ago. There is the greater speed of ships, in the longer range of guns, in the menace of the torpedo as fired from ships, destroyers, and submarines, and the menace of mines, the use of aircraft as scouts and of wireless telegraphy.

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**Millions of colds start with wet feet, which could and should be prevented by wearing rubbers, rubber farm shoes or high rubber boots.**

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**MADE IN CANADA**

"I do not criticise the Germans for their strategy, or for not running any risks with their fleet. On the other hand, their biases of searching the North Sea for the enemy must be pronounced as without justifiable basis."

**World-Wide Activities**

"The next point to which I would like to draw your attention has reference to the worldwide nature of the war in relation to the British Navy. It is not, perhaps, always realized how far-reaching are our naval activities, and how great, therefore, is the call on our naval resources. It may be interesting to state that the approximate number of vessels of all classes which comprise the British Navy of today is nearly 4,000. This includes battleships, battle-cruisers, light cruisers, destroyers, submarine boats, mine-sweepers, patrols, and many other miscellaneous craft, all of which are necessary for the effective conduct of a war today.

"Our activities range from the White Sea, where we are doing the best to assist our gallant Russian Allies, past the North and South Atlantic, where cruiser squadrons are at work, on to the far Pacific, where we are working in co-operation with our Japanese Allies. On the West Coast of Africa the Navy took no inconsiderable share in the fighting in the Cameroons. In the Mediterranean the Navy took a hand in the Dardanelles campaign, assisted by our gallant French Allies, and is now working with both the French and Italian Navies in the Balkan campaign and in the Adriatic.

"On the east Coast of Africa the naval forces, including our river-gunboats, monitors and aircraft, have rendered great service to our kinsmen from the Union of South Africa, the Persian Gulf and up the Tigris River numerous river-gunboats and other vessels are assisting our army in the Mesopotamia campaign. On the East Indies Squadron, which is working from Port Said through the Canal and the Red Sea, is helping the army of Egypt and safeguarding communications with India, and thence to the Eastern waters."

"In the early days of the war the Navy was pleased and honored to work along with our gallant Japanese Allies in the capture of Kiao-Chau. In fact it may be said that there is no part of the world in which the navy has not duties and responsibilities in connection with this war, and I might draw attention to the arduous and continuous work of the Cruiser Squadron in home waters, which is mainly engaged in preventing supplies from reaching our enemies. Ships are intercepted and boarded in great numbers, under every condition of weather, and some idea of the work may be gathered from the fact that an average of some eighty ships of all kinds are intercepted and examined weekly on the high seas by the vessels of this squadron. The task of keeping the large number of ships working in all parts of the world, of supplying them with fuel, munitions, etc., can only be recognized by those in whose possession of all the facts.

"The work, too, involves a great effort on the part of the Mercantile Marine. Without our Mercantile Marine the Navy—and, indeed, the world—could not exist. Upon it have been dependent for the movement of our troops overseas—over seven millions of men, having been transported—together with all the guns, munitions, and stores required by the Army. The safeguarding of these transports, both from the attack of such surface vessels as have been at large and from submarine attack, has been carried out by the Navy. We have had to draw also much upon the personnel of the Mercantile Marine, not only for the manning of the transport ships, but also very largely for the manning of our patrol and mine-sweeping craft, nearly 2,500 skippers being employed as sweepers R.N.R.

"The number of R.N.R. executive officers has increased almost four-fold since the outbreak of the war. Indeed, it is impossible to measure fully the debt which the country owes to our Mercantile Marine. In the old days it used to be said that there was jealousy between the Mercantile Marine and the Royal Navy, but whatever may have been the case then, there is no room now in the Navy for anything but the most sincere admiration and respect for the officers and men of the Mercantile Marine.

"I think I know sufficient of the officers and men to believe that the feeling is reciprocated. Those of us who have been closely associated with the officers and men who man our armed merchant vessels and patrol craft, have realized from the first day of the war how magnificent were their services, how courageous their conduct, and how unflinching their devotion to duty, under the most dangerous conditions. The value of the services of the officers and men of the Mercantile Marine goes also far beyond their work in armed vessels. When one thinks of the innumerable cases of unarmed ships being sunk by torpedo or gun-fire from land, in a heavy sea, with the ships company dependent alone upon boats for their safety, one is lost in admiration of the spirit of heroism of those who not only endure dangers and hardships

without complaint, but are ever ready to take the risks again and again in repeated voyages in other ships.

**Appeal to the Ship Builders**

"The submarine menace to the Merchant Service is far greater now than at any period of the war, and it requires all our energy to combat it. It must and will be dealt with; of that I am confident. But we have to make good our inevitable losses, and in order to do this we are dependent upon the shipbuilding industry of this country. The munitions organization has done a great work for the output of munitions; it now remains for the shipbuilding and maritime engineers to rival that work. The first essential is the whole co-operation of the men in the shipbuilding yards and in the engineering workshops.

"In the same way as Sir Douglas Haig has appealed to the munition workers to give up holidays and to devote themselves to the supply of those munitions which are essential for the safety and success of their comrades in the trenches, I now appeal to the men in the shipyards and engineering shops to put forth their best efforts, to keep up the strength of our Mercantile Marine, and to provide those gallant fellows, who have gone through innumerable dangers and hardships when their ships have been sunk, with new vessels to carry on the transport of the necessary supplies of food and material for the manhood and the industries of the country.

"No one recognizes more than I do how great has been the output of the shipyards up to the present time. I would only say now: Let there be no question of strikes, no bad time-keeping, no slackening, and let masters and men remember how great is their responsibility, not only towards the Navy and Nation, but also towards our Allies.

"Before I leave this subject, may I presume to remind the big shipping companies of the privilege which it theirs, to see that some provision is made out of war profits for the wives and children of those gallant fellows who have given their lives for their country, when their ships have been sunk, as truly as those who have lost their lives in the battle line? It is not for me to make suggestions, but I venture to say that the hearts of the officers and men would be lighter in the continuous presence of danger and the recurring possibilities of disaster if they knew that those they may leave behind them would be cared for and educated."

**The Spirit of the Fleet**

"In this happy survey of the naval side of the war I have not as yet said a word on the point which is really nearest to my heart, and that is the subject of the spirit of the officers and men of the Fleet of which I have so recently given up the command. During two and a half years, was the endeavor to keep the Fleet at a high pitch of efficiency has necessitated strenuous and unceasing effort on the part of everyone connected with the Fleet either afloat or ashore.

"I said at the outset of my remarks that conditions affecting naval warfare differed today from those of a hundred years ago. That applies almost exclusively to material, and is due to advances in applied science, which have brought vast progress, almost revolutionary change, to the Navy as to other departments of activity.

"In some cases these changes can be recommended, if war is the only means of settling differences; in other respects they are reprehensible, and have been wretchedly used by our enemies. We have had to draw also much upon the personnel of the Mercantile Marine, not only for the manning of the transport ships, but also very largely for the manning of our patrol and mine-sweeping craft, nearly 2,500 skippers being employed as sweepers R.N.R.

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## THE EUROPEAN WAR

**BAPAUME CAPTURED BY THE BRITISH**

London, March 17.—The British troops have made another extensive advance, entering German positions on a front of about sixteen miles, according to the official report from British headquarters in France to-night.

On the north the British gain reached from Bapaume to Monchy-A-Bois and included the villages of Le Transloy, Achiet-Le-Grand, Achiet-Le-Petit, Bueuquo and others. On the south the gain included various villages from La Maisonette (south of Peronne) to Fresnes.

The text of the statement reads: "Bapaume has been captured by our troops after stiff fighting with the German guard. The town has been systematically pillaged by the enemy. All private houses and public buildings alike have been destroyed, and everything of value carried off or burned. Our advance has proceeded rapidly during the day on both banks of the Somme. South of the river we have entered the enemy's positions on a front of about sixteen miles and occupied the villages of Fresnes, Herpigny, Villers-Carbonel, Baroux, Herpigny and La Maisonette. North of the river, in addition to the town of Bapaume, we are in possession of the villages of Le Transloy, Bierville, Biucourt, Achiet-Le-Grand, Achiet-Le-Petit, Ablaineville, Ducey and Essarts. We also hold Ouesnoy Farm, 1,500 yards northeast of the last named village, and have gained the western and northwestern defenses of Monchy-Au-Bois. We carried out successful raids east and northeast of Arras. The enemy's support lines were reached, and two machine guns and a number of prisoners were captured. A hostile raiding party was driven off."

## WAR BRIEFS

Sir R. L. Dordick has been again visiting Canadians at the front. "Cannocks take to aviation-like duck take to water, says a British aviation teacher.

Germany has decided to let her criminal classes enroll themselves in the army.

It is reported again that, within sixty, or perhaps within thirty days, militia will be called out. The first call will be for 50,000 men.

Bethmann von Holveg accuses President Wilson of submitting to British dictation and using international law in a one-sided manner.

Authoritative information received in England states that Germany has reduced by one-half the ration set aside for the civilian population of Belgium.

Three men, said to be Germans, charged with attempting to blow up the C. P. R. station at Brownville, have been arrested. They were on the way east.

A Canadian prisoner, lately exchanged, says that he was one of 4,000 taken from prison and railed over Germany to show the people how successful the Germans had been at the Somme. "Not one of them had seen the Somme. They had all been captured previously."

Russia accuses Germans, Austrians, Bulgarians and Turks of using explosive bullets, gas, burning liquids, poison liquids, of poisoning wells, mis-using flags of truce and Red Cross flags, bombing railways, trains and sinking hospital ships. Russia affirms that everyone of these charges can be proved, and threatens reprisals.

An American firm at Bayonne, New Jersey, has been building 500 "sea weavers" in 550 days. They are 80 feet long and 12 feet beam, and are capable of chasing submarines at the rate of 22 miles an hour.

Count Zeppelin is reported to have died by pneumonia, or inflammation of the lungs. His costly invention, from which so much was expected, proved a failure finally. He will be known as "the baby killer."

After having been in Hampton Roads nearly twelve months, where she was brought by a German prize crew the Appah and her cargo have been handed over to her English owners by the American courts.

Van H. Aldrich of Pennsylvania says he has fourteen sons, all of whom will enlist for service if the United States goes to war. He has also seven daughters who will be available for nurses.

The Italian Consular Agent at Welland, Ont., has devised a plan to protect ships from torpedo attacks. The British Admiralty Naval Board at Ottawa has accepted it and will forward it to England.

The great success of the latest British gun is calculated to dishearten the Germans as much as it heartens the British and her Allies. The highest point aimed at was £600,000,000; the amount realized was £1,900,000,000.

Lorne Higgs, native of Nappam, who crossed with the first contingent and was made a German prisoner early in the war, has returned home for furlough. After three trials he escaped from prison, crossed the Dutch frontiers, and made his way to England.

Every day is PURITY-FLOUR-DAY with cooks who are satisfied with nothing less than the flakiest pastry and finest bread.



## PURITY FLOUR

"MORE BREAD AND BETTER BREAD"

## DISTRICT DIVISION, S. of T.

A very interesting and inspiring session of the Annapolis County District Division was held in Warren's Hall, Bridgetown, on Tuesday afternoon and evening, February 27th, District W. P., T. G. Bishop in the chair. There were present twenty-seven delegates, representing eight Divisions, and a number of visitors.

The District W. P. in his opening speech compared the conditions resulting from the war and from interperence, said interperence had caused more misery and suffering, but was glad to say that great strides had been made along temperance lines and hoped soon to see a national wide prohibition.

The W. P. of Olive Branch Division with whom the District Division convened, in a few well chosen remarks, welcomed the delegates of the District Division in their midst, to which H. G. Parker of Belleisle replied, and said he was glad to be present for two reasons: one was, that he felt it his duty, as he feels he has a place in the work of the District Division; and second, because he went for pleasure and profit and always got what he went for. He also requested that an effort be made in every Subordinate Division to organize a Cadet Corps and a Band of Hope.

The reports from the different Subordinate Divisions were then given, and all showed that the Temperance cause today is a thoroughly live issue. A. B. Clark in his report said that even should temperance be left out, yet the Subordinate Division is a good place for educational teaching and a place well worth frequenting. The reports showed that during the year a number of earnest and faithful workers had passed on to their reward, such men as Fletcher Parker, Henry Boney, Edward Rice and Jonas Tupper, and a resolution was passed that the Subordinate Divisions to which they belonged convey to their respective families the heartfelt sympathy of this meeting.

L. W. Elliott of Clarence then gave to the meeting the facts concerning the coming suit in the appeal against the Temperance Act, and a resolution was formed, asking the delegates present to carry back to their respective societies a statement concerning the financial situation of the coming suit, and ask for aid in behalf of the Temperance Act.

Mr. John Titus of Hampton was elected as District W. P. for the ensuing year.

The evening session, being in the form of an entertainment given by the members of Olive Branch, assisted by the Rev. A. R. Reynolds and one or two members of the District Division as speakers, was pronounced a decided success by the large audience which filled the Hall, and all voted it an evening well spent.

ONE PRESENT.

(Note.—Since the meeting of the District Division, it has been reported that the appeal in the case of the N. S. Temperance Act has been abandoned.—Ed.)

**LIFT YOUR CORNS OFF WITH FINGERS**

Tells how to loosen a tender corn or callus so it lifts out without pain.

You reckless men and women who are pestered with corns and who have at least once a week invited an awful death from lockjaw or blood poison are now told by a Cincinnati authority to use a drug called freezone, which the moment a free drop are applied to any corn or callus the soreness is relieved and soon the entire corn or callus, root and all, lifts off with the fingers.

Freezone dries the moment it is applied, and simply shrivels the corn or callus without inflaming or even irritating the surrounding tissue or skin. A small bottle of freezone will cost very little at any of the drug stores, but will positively rid one's feet of every hard or soft corn or hardened callus. If your druggist hasn't any freezone he can get it at any wholesale drug house for you.

**A TREATISE on the HORSE-FREE!**

Knendall's SPANIN CURE

Knendall's Spavin Cure is a safe and reliable remedy. It will cure any spavin, splint, or other bony enlargement. It is also a reliable cure for Curbs, Sprains, Bruises, Burns and Lameness. It does the work safely and at small expense.

Mr. Carl Anderson, Grand Prairie City, Mo., writes: "I have used Knendall's Cure for swellings, galls, and all kinds of horse troubles. It has cured me of many ailments. I have used it for many years and find it a success."

Knendall's Spavin Cure is sold at a uniform price of \$1.00 a bottle, 6 for \$5.00. If you cannot get it or do not like it, send your letter to your local dealer for more information. Write to Dr. E. J. Knendall Co., Eastbury Falls, Vermont.

Minard's Liniment cures Dandruff.