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Jutland Dispute Waxes Warmer

London, Dec. 29.—Experts and amateurs alike are going through the mass of Jutland despatches and reports to discover the real lessons of the battle. At the same time England's highest authorities flatly refuse to express any opinions without further information and study. "Ask me a year hence," one such authority replied to a journalist's question.

Nevertheless, certain definite conclusions already emerge. Those Parliamentarians who pressed most hotly for publicity, are supposed to have expected thereby to destroy Jellicoe's reputation. If so, they have failed. His strategy, following the lines he himself foreshadowed in 1914, had obviously drawn the Germans into a trap and they were completely surrounded. That was the critical moment of the whole battle. When Von Scheer gave the order "Close the enemy and ram," Scheer saw that his only chance was to make a desperate charge on the British and run home, southeast.

But it was nightfall. Jellicoe knew the Germans were so proficient in night fighting, that a night action was more than an even gamble. The more ships he had the greater chance that they sink each other. But the Germans would probably have been cut off had the Admiralty not ordered back to Harwich Commodore Tyrwhitt's light cruisers and destroyers, for which Jellicoe had stipulated. Despatches fail to disclose why, but the probable cause was the Admiralty's fear lest the Dover patrol be destroyed and the fear that the troops to France might be stopped.

Thus, the widely held conclusion is that the failure to intercept and destroy the enemy was not due to the mistake of one commander which another would have avoided, but to a well-grounded fear of enemy mines and submarines, and to the superiority of the torpedo over the gun.

Jellicoe's caution and the Admiralty's restraining action may have saved England from a decisive defeat. The

Germans held some unexpected cards, namely, greater turn of speed, better gunnery than anticipated, superior protective armor—thanks in part to Canadian Sudbury nickel—and to excellence of night work. Despite these unexpected German advantages, Britain won the war. She closed the North Sea on the first day of the war, and Jutland itself confirmed her mastery of the sea. Especially, it confirmed the belief in British supremacy in training, discipline, competence and gallantry.

But another growing conviction is that the last battle of the old sea giants has been fought. Before the Jutland despatches were published, the Admiralty had prepared its battleship programme for the next budget. They, like the American and Japanese seafarers, cling to big ships at nine millions sterling apiece. This lends weight to the belief that the mine, torpedo and submarine have forced naval development to an almost different plane of evolution. The torpedo, in most cases, is master of the gun, the little ship has beaten the big battleship, and the submarine is the mastercraft in sea power, at least in closed waters.

The problem is now before the British Cabinet Committee of Defence, and Lloyd George intimated in Commons last week that they are careful and take Canada and the other Dominions into counsel. Whereupon an authoritative writer in the Sunday Times says:

"This Cabinet Committee is most likely to conclude that submarines and mines are the best defence of home waters. With them invasion has become impossible. For the protection of commerce on the high seas, however, the surface craft are absolutely necessary. But why should one power be unsupported in the whole burden of maintaining freedom of navigation on the high seas? It is a common interest. It should be a common duty. Why not a naval alliance, to begin with England and the United States, to guard the high seas?"

WINDERMERE.

"Vicious Circle" Snaps

(St. John Globe)

What is taking place in the commercial world just now is the very thing for which people have been hoping for so long—the machine of grinding prices is over; the "vicious circle" is broken, and in a country like Canada, there need be no undue alarm over the fact, providing people do not permit themselves to become stampeded. The period of readjustment is definitely upon us, and all that remains to be done is to assist the movement, instead of demoralizing it. By a comparison of prices to-day with what they were a few weeks ago, it becomes obvious that the merchants are doing their part; the buying public must do theirs.

Canada is as sound as the proverbial bell financially. There is no reason why prosperity should not attend trade on a falling market as it did on a rising market, giving judicious action on the part of the merchants and manufacturers, and a steadiness of demand on the part of consumers.

The public expect, and rightly, cheaper goods. Those cheaper goods are available. There is a point, however, below which it is suicidal to go. The public, by a persistent refusal to buy, may force things down to that ruinous level.

There is the danger of such a reaction against the recent era of extravagance as will bring about a condition of complete industrial stagnation. From the consequences of such a condition, no one would escape. Let buyers take advantage of the real bargains which are being offered to-day, and so help along the work of stabilization. To put off the purchase of necessary commodities in the hope of still further depressing prices is to create conditions even more deplorable than those from which we are escaping.

Every person receiving treatment in the General Hospital shall after December 31st next pay fees according to the following scale:—  
Persons admitted to the public wards \$1.00 per day, persons occupying private rooms \$10.00 per week in addition to the daily fee of \$1.00.  
Every applicant for admission to the Hospital must bring with him or forward to the Superintendent of the Hospital certificate signed by a duly registered physician that such applicant is a proper subject for Hospital treatment.

Under the provisions of the General Hospital Act 1916, all patients who are unable to pay fees, shall be refused to bring with them a certificate of their inability to pay, which shall be signed by the resident, Relieving Officer, or where there is no such officer, by a Justice of the Peace, a Clergyman or other responsible persons. The fees of such patients thereupon become payable by the Commissioner of Public Charity by virtue of the said Act.

BY ORDER OF THE BOARD  
J. W. WITHERS,  
Chairman.  
H. M. MOSDELL,  
Acting Secretary.  
Oct 19, 20, 21.—1wk, fri, end, yr.

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Outlook for Steel Merger is Uncertain  
Project Has Gone Too Far to be Dropped Now, But May be Recast.  
The Financial Post of Toronto says: Both in steel and financial circles just now much is said as to what may not happen to the British Empire Steel Corporation. Montreal gossip goes the length of stating that the whole matter has been dropped indefinitely, but The Financial Post has been assured on good authority that the various companies forming the leading interests in the deal have become so far committed to the project that it would be almost impossible for them to drop out now even if they desired to do so.  
The deal has hung fire too long to be concluded in its present form. It has been possible to secure stocks of many of the companies at any time at a lower price than mentioned in the merger proposal. There is dissatisfaction with the way in which the promotion work was carried out, and it is quite evident that there was not a clear enough working basis in the first place as to the amount to be paid or the stock to be handed over to the promoter on the completion of the deal. As the plan neared completion certain features in connection with the financial arrangements came to the surface at different places that were not at all acceptable to many of the principals, and this had much to do with their reluctance to go ahead on the basis first proposed.  
It is likely that the whole plan will be recast, and that there will be considerable alteration in the financial arrangements, and also of the figures, at which certain of the companies shall be included. In the meantime the Scotia and Dominion companies in the East are working much closer together than they did formerly.

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