

ABOUT THE SYNDICATE.

Following yesterday's announcement we are organizing a Syndicate between now and July 31st, accepting amounts from \$50 to \$500 to buy in whatever good bargain stocks there may be floating around, such as Perfection Tire, Mineral, Industrial, etc., and hold them for higher prices in the Fall. The holdings will then be marketed and the Syndicate will be dissolved on December 31st, and all profits divided before January 7th equally between this Company and the Syndicate members.

As this Company can use any shares we purchase, at the prices we shall pay, we hereby guarantee to all members the safety of the Syndicate investment, so that it is only a matter of how much our profit will be within the six months.

We extend an open invitation but do not intend to urge anyone. Full particulars if interested.

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Crowning Act of Dishonor.

Sinking of German High Seas Fleet, Described by English Artist.

By Bernard F. Gribble, R.A.

(English Marine Artist Employed by the American Government to Paint the Surrender of the German Fleet.)

Scapa Flow, June 21—Under command of Second Lieutenant C. Leeth we were simply cruising around, as it happened I was only just in time to get the drawings I wanted. About 11.45 I noticed German sailors on board the Frederic der Grosse throwing baggage into boats which were already alongside the vessel. I remarked to Lieutenant Leeth: "Do you allow them to go for joy rides?" He replied: "No, but, by jove, it looks as if they were."

Then after a moment's hesitation Lieutenant Leeth exclaimed: "My word, I have got it. I believe they are scuttling their ships and are abandoning them."

By this time the Germans were throwing their baggage into the boats at great speed and simultaneously we observed that the same thing was happening on board the Frankfurt, which was on our right at that moment. We made straight for the nearest vessel, which happened to be the Frankfurt, and Lieutenant Leeth ordered his men to get their cutlasses and rifles ready. He then shouted an order to the Germans who were now in their boats to return to their ship at once. The German sailors apparently had thrown their oars away and they shouted back "we have no oars." A British sailor then shouted to them and he threw a number of oars into the water. There were two boats approaching

and the German officers were extremely impudent. Standing on the bows of their boats they shouted, "Can't you take us aboard into safety?" Lieutenant Leeth replied, "No, return to your ships at once. If you do not I will fire on you."

Germans Wave White Flags.

It then became necessary to open fire and the Germans were seen to wave white flags. One German officer shouted: "You have killed four of my men and we have no arms. I want to look after the men." Our officer shouted to them: "You look after them by getting them back to the ships." The officer said: "We can't go back, they are sinking." Lieutenant Leeth said: "You must go back and prevent them from sinking." The Germans replied: "It is not our fault, we are carrying out our orders." By this time the Frederic der Grosse had listed over to port, in a few minutes went down. Her crew had succeeded in getting around into the open and we managed to get their boats in tow and messages were signalled to the coast guards requesting them to march to the fleet. It took about two hours, however, before the first of the destroyers arrived. The Germans in their boats were very daring and endeavoured to come along side our vessel. One of the crew however, kept them off by threatening them with a revolver.

By the time the Brummer, a cruiser of the Emden class, had begun to turn over and sink and the first destroyer

of the British fleet arrived just in time to see her go down. The German crews, who were in the open sea, cheered as they saw their ships go down. One of the German battle-cruisers, I think it was the Hindenburg, hoisted the German ensign and I noticed that all the German vessels had been flying two code flags at the peak. The upper flag was a white ball on a blue pennant and the lower was a yellow and blue pennant. I had noticed on the previous day that the same signals were flying. They were flown by the Emden and apparently answered by all the German vessels. As we were turned towards the Seydlitz we saw her turn right over, but she did not sink altogether and she was still visible above the surface.

We kept on signalling and using hooters in order to get the other guard ships to come round and we had to keep passing over the surface where the vessels had gone down. We passed several abandoned German steam pinnacles from different battleships but there was no one on board them and we concluded that several of the Germans had been drowned as there were a number of lifeboats floating about. We then observed that the Emden was in trouble, and H. M. S. Shakespeare, one of our destroyers, ran alongside her to endeavour to take her in tow. We then returned to the Ramilles and transferred to her a number of wounded Germans whom we had removed from German boats. Returning to the scene, we picked up a few more, including their baggage and put them on board our flagship. We next proceeded to the Emden and at this time there was a great deal of confusion. Our vessel ran into the Emden, smashing her gangways but we ultimately managed to beach her. I noticed that Admiral Reuter's flagship was flying his flag, which is a black cross resembling a Maltese cross on a white ground with two black balls.

Huns Celebrating On Board.

When we got alongside the Emden I peeped into her fore-castle and I noticed it was gaily decorated with flags and bunting, and there was a distinct odor of tobacco and spirits. Evidently the Germans had indulged in an orgy the night before. It ap-

pears that the whole thing was carefully arranged and timed to the minute. One thing I noticed was that notwithstanding the thrilling and dangerous character of the proceedings, the German officers were wearing yellow kid gloves and smoking cigars. Although the Germans declared that they had no arms, I have good reason to believe that automatic pistols were found in the possession of the officers. While our rifle fire was proceeding, there was a good deal of crossfire which lasted for, I should think three-quarters of an hour, and it is impossible to say whether the Germans actually did use firearms, but probably some shots came from the Germans. Their intention evidently was to keep out to sea as long as they could in order to give their vessels time to sink.

British Admiral Expected Scuttling. Mr. Gribble said that two days before the incident occurred he had a chat with Admiral Freemantle who said to him:

"You will probably see some very interesting episodes because we do not know what may happen. It seems possible that the Germans may do something."

"I said, 'would it be possible to remove the crews of the vessels?'" "Yes," replied Admiral Freemantle. "I had thought of that myself, but it would have to be very carefully planned and a subtle move to manage it in time, because they may leave one or two men stowed away to do the trick even if we were to put an armed escort on the ships."

"On Saturday evening I had a long chat with different officers and they all expressed great regret at not being present from the beginning of the incident. Admiral Reuter and his staff and the whole crews were placed on board the Revenge for the night and arrangements were made to take them to Invergordon on the following morning."

I think the most interesting and impressive part of the whole proceedings took place on Sunday afternoon on board the Revenge when Admiral Freemantle had the whole of the German officers and men paraded on the quarter deck and addressed Reuter and his staff. The Germans were lined up under a military escort of marines with fixed bayonets and Admiral Reuter was ordered to stand in front of his staff. Admiral Freemantle then delivered a short address which was translated by a captain of marines. Admiral Freemantle, addressing the German admiral, said:

"Before I send you ashore as a prisoner of war I would like to express to you my indignation of the deed which you have perpetrated and which was that of a traitor violating the action of arrangements entered into by the Allies. The German fleet was in a sense more interned than actually imprisoned. The vessels were resting here as a sort of good will from the German Government until peace had been signed. It is not the first occasion on which the Germans have violated all decent laws and rules of the seas. We have had on many occasions to regret the fact of having to fight a nation which takes no notice of civilized laws on the high seas."

Reuter Takes Full Blame.

After this address Admiral Reuter made a short speech in which he said:

"I take the entire responsibility for what has been done. It was done at my instigation, and I feel that I was perfectly justified in doing it and I feel sure that in similar circumstances every English sailor would have done the same."

The ceremony was tremendously impressive and appeared to touch all our sailors who witnessed it. The German officers were then ordered to get their baggage and they were transferred to a boat. Admiral Freemantle ordered Admiral Reuter and his staff to be taken on a launch to a place near Invergordon. The other officers and men were landed at Invergordon. One thing that had struck me about the German sailors was that they appeared to be very poor specimens of the German type and they seemed to be devoid of discipline. During the ceremony of the quarter deck they did not salute nor stand at attention until ordered to do so. The German officers, however, were a more healthy looking type of men. Everything possible was done for the wounded men. I think one man died on the Ramilles.

Saw No Red Flag.

It was most surprising to observe how swiftly the vessels sank. Most of them turned over to the starboard and then disappeared. I don't think the dramatic spectacle could have been witnessed very clearly from the shore. There has been mention of the hoisting of a red flag, but I don't think that is correct. I saw no red flag. There were only the German admiral's flag and signal pennants. It seems clear that the whole incident was carefully prearranged and that the Germans had known exactly when our fleet would be at sea. It is also rather suggestive that quite recently Admiral Reuter removed two thousand of his men from the ships and sent them home. I can quite understand that the Germans may have been feeling the monotony of their existence at Scapa Flow. There is very little comfort on board

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the German warships. The German navy was apparently built solely from the fighting point of view, and there does not appear to have been much consideration given to the comfort of the crews. All the available space on board is taken up with the working plant and guns, and a feature of the vessels was the manner in which they were heavily armored. I think the whole incident created a curious feeling of surprise among our

sailors, who appeared to be unable to realize that a fleet of magnificently constructed vessels could be got rid of so simply without even showing fight. I noticed that Admiral Reuter's staff wore iron crosses. I think Admiral Reuter's decoration was an iron cross of the first degree. At sunset there was apart from a portion of one of the vessels which had not completely sunk, nothing to be seen on the waters which in the

morning had borne the German surrendered fleet.

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