

## Best Nerve Specialist in England Was Consulted

But Nervous System Failed to Respond to Treatment Prescribed.

Nervous disorders frequently result from injury to the nerves in accidents or because of the shock to the system. The writer of this letter was injured in a mix-up with some colts, remained unconscious for three weeks, and in spite of continued treatment in hospital could not obtain restoration of the internal nerves which control the action of the digestive and other vital organs. He travelled to Europe and consulted England's greatest nerve specialist. Relief was only temporary, in spite of many treatments used. His letter gives the facts briefly and tells how he was finally cured by using Dr. Chase's Nerve Food. Can you imagine any more severe test of this great nerve restorative?

Mr. Henry F. Venn, Cetu Ranch, Malakwa, B.C., writes: "Dr. Chase's Nerve Food has restored my nervous system and given me new health."

Having met with a severe accident seven years ago, from which I was unconscious and which left my nerves in a very sore plight, I was treated by doctors galore and consulted one of the greatest nerve specialists in England, but nothing seemed to do me much good. Hypophosphites and, in fact, all and every kind of nerve mixture in almost every form was used, but never with more than temporary benefit.

"But Dr. Chase's Nerve Food has acted very differently, for it has built up my nervous system until I feel like my old self again. If this medicine will do for others what it has done for me, I shall not regret having written this letter. I have recommended the Nerve Food personally to many, and shall always esteem its great restorative value."

Dr. Chase's Nerve Food, 50 cents a box, all dealers, or Edmansons, Bates & Co., Ltd., Toronto.

## Admiral Beatty.

Vice-Admiral Sir David Beatty, K.C.B., M.V.O., D.S.O., the new Commander-in-Chief of Great Britain's Grand Fleet has had a strikingly distinguished career, and he is the youngest man in the naval history of the Empire to hold such a high command. He has played a most important part in the naval campaign of the present war, and by so doing has justified the expectations of all who have followed his service career. From the moment he entered the Navy 32 years ago, David Beatty has steadily "made good." He has achieved a truly remarkable record in a service where competition is strong, and promotion goes as nearly to real merit as possible in any public service in the world.

The son of Captain D. L. Beatty, of Boreale, in County Wexford, Ireland, he was born on Jan. 17, 1871. He entered the Navy as a cadet in 1884, was promoted to sub-lieutenant in 1890, and to lieutenant in 1892.

### Achieved Success Early.

It was during the Nile Expedition to the Soudan in 1896 that Lieutenant Beatty won his first laurels. He was employed under the late Lord (then Sir Herbert) Kitchener in getting the gunboats over the cataraacts, and performed this arduous task with complete success. When, during the bombardment by the gunboats of the Derwish stronghold at Hafir, Commander Colville was wounded, Lieutenant Beatty took over the command of the flotilla, and fought his little ships with great gallantry and skill. For this service Lieutenant Beatty was mentioned in despatches, and awarded the D. S. O. He was again mentioned in despatches by Sir Herbert Kitchener for his work with the gunboats on the Nile during the 1898 operations in the Soudan, including the battles of Athara and Khartoum, and at the close of the campaign he was promoted to commander, and awarded the 4th class of the Medjidie.

In 1900 he was commander of the Barfleur, when the Boxer troubles broke out in China. On June 18 an engagement took place at Tientsin, in which a British naval company, under his command, did good service. On the following day 200 British seamen and Marines were led by him in an attempt to capture two Chinese guns, and it was only after he had been twice wounded, and his small force had sustained several casualties, that he withdrew, the heavy firing making further progress impos-

sible. For this conspicuous gallantry he was specially promoted to captain (in November, 1900), at the early age of twenty-nine.

### Rapid Rise in Service.

This made him the youngest captain in the Royal Navy. The promotion took him over the heads of 200 officers, and it is significant to note that he had similarly passed 395 officers on the lieutenants' list when he was advanced to commander. In 1904 Captain Beatty commanded the Diana in the Mediterranean, afterwards transferring to the Suffolk on the same station. Two years later he was appointed Naval Adviser to the Army Council, and in 1908 became an Aide-de-Camp to King Edward VII. He had been made an M.V.O. in 1905. On Jan. 1, 1910, he was specially promoted to Rear-Admiral.

At the King's Coronation in June, 1911, he received the C.B. From January, 1912, to February, 1913, he acted as Naval Secretary to the First Lord of the Admiralty. In July, 1912, he temporarily left his post to take command of the Sixth Cruiser Squadron, with his flag in the ill-fated Aboukir. On March, 1, 1913, he was appointed to command the First Cruiser Squadron. He was given the acting rank of Vice-Admiral on Aug. 3, 1914. The honor of Knighthood came to him in the same year.

At the battle of Heligoland on Aug. 28, 1914, Vice-Admiral Beatty scored the first trick against the enemy by sweeping down with his mighty battle-cruisers and annihilating the Germans at the critical phase of the engagement. He brought up the First Battle Cruiser Squadron in the nick of time to drive off the German armoured cruisers and complete the discomfiture of the Mainz, Koln and Ariadne, which were finally sent to the bottom by the guns of his ships.

Admiral Beatty's next victory was won on the morning of January 24, 1915, when a German squadron, attempting to make a raid on the English Coast, was met off the Dogger Bank and decisively defeated. The German battle-cruiser Blucher was sent to the bottom and two other enemy battle-cruisers were seriously damaged. In this splendid running fight, Admiral Beatty's flagship, the Lion, was badly damaged, and when the battle was at its height he transferred his flag, first to a destroyer, and subsequently to the Princess Royal.

### Battle of Jutland.

Admiral Beatty took a most prominent part in the great naval engagement in the North Sea, known as the

Battle of Jutland, on May 31st, 1916, where the Germans were again decisively defeated. In that great sea fight the British fleet put a minimum of 21 enemy units out of action, including six capital ships, while the British losses were fourteen units in all.

"The Battle-Cruiser Fleet, gallantly led by Vice-Admiral Sir David Beatty, K.C.B., M.V.O., D.S.O., and admirably supported by the ships of the 5th Battle Squadron, under Rear-Admiral Hugh Evan-Thomas, M.V.O., fought an action under, at times, disadvantageous conditions, especially in regard to light, in a manner that was in keeping with the best traditions of the service," wrote Sir John Jellicoe, in his official report to the Admiralty. "Sir David Beatty," the report elsewhere said, "again showed his fine qualities of gallant leadership, firm determination and correct strategic insight."

### Followed Nelson's Rule.

Sir David Beatty first met the German battle-cruisers steaming northward; his was the superior force, and the enemy turned and fled, with Beatty in pursuit. When the enemy's battle fleet came in sight Admiral Beatty, although outnumbered, followed Nelson's rule to attack "the enemy in sight." He courageously stuck to the foe, and kept up an unequal battle against disadvantages of mist and light, which made the enemy ships from time to time invisible until the British Battle Fleet arrived under Sir John Jellicoe, when, but for the mist and approach of night, which covered their flight, they would have been annihilated.

### Idol of His Men.

One great secret of Sir David Beatty's success in every command he has held is his wonderful courage and dash. He is the idol of his men, who literally worship him. A correspondent reports that not long ago he was talking with a stoker of the flagship Lion, who waxed enthusiastic over "our Admiral," and swore that every man on board would die for him at the word.

This admirable picture has been painted of Sir David by one who knows him well:

"The extraordinarily forceful and clear-cut features, the compact, will-knit frame, the quick, almost bird-like movements, and yet with it all the curious effect of a restrained, contained, and most ponderable energy produce an effect at once distinguished and formidable. In general society he never talks shop or about himself, but chatters the ordinary tune of our trivial world. If the gods give him a chance before his command is up and he has had time to shake up his terrible leash of battle-cruisers, he will fight until either he or his enemy is finished."

### A Religious Man.

Admiral Beatty is of an intensely religious nature, and he carries his religion with him into his daily life. A short time ago he publicly declared that Great Britain would not achieve final and complete victory in this war until the British people turned to God and as a people consecrated themselves to a new life. His words created a great sensation, and inaugurated the present revival movement in the British Isles.

Admiral Beatty is as popular socially as he is in the service, and his marriage with a daughter of the late Marshal Field, of Chicago, has made it possible for him (in time of peace) to exercise a generous hospitality, both in Scotland and in the hunting shires. Since the war began, Lady Beatty has been actively interested in organizing British working girls for home defence. Admiral and Lady Beatty have two sons. — Montreal Daily Star.

## Too Good for Him.

Where shall we banish the Kaiser to after the war? Surely St. Helena is far and away too pleasant a spot for the All-Highest and his family to live. Besides, does the chief baby-killer deserve so spacious a home of exile. Why not send him to the Island of Jethou, which is hardly big enough for army manoeuvres, and where a close watch can be kept over him?

Jethou Island is not only the smallest of the Channel Islands, but also the smallest inhabited island in Europe. In all its little length and breadth there is only one inhabited house.

Jethou lies midway between Guernsey and Sark, and affords a perfect retreat from the world. It has a population of about seven, is without roads of any sort, and has no post. Being surrounded by submerged and partly-submerged rocks, it is impossible for the island to be visited by vessels of any size, so all communication with the outside world is carried on by means of a tiny sailing cutter.

In winter the good folks of Jethou sometimes have no news of any of the happenings of the outside world for weeks at a time; and yet Guernsey is only a couple of miles off.

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### THE SLEEPING PORCH.

There still are folks who sleep indoors, in closed up rooms they heave their snorers, and breathe the stale and stagnant air which harbors germs and microbes there. And when the shades of night are sped, and they crawl stiffly out of bed, they say they're feeling worse, a heap, than ere they had their little sleep. I used to slumber in a room that was as airtight as a tomb, and I was always out of whack, with rheumatism in my back, and corns and bunions on my knees, and every other punk disease. But now a sleeping porch is mine, and over me the night winds whine. I rise when comes the sunrise glow, and from my whiskers brush the snow, and thaw the ice from nose and ears, and greet the day with hearty cheers. And I'm so hearty and so hale, the undertaker lifts a wail. He used to think he'd get me soon, and plant me out beneath the moon, when I was groaning of my ills, and blowing coin for beeswax pills. But, seeing me on buoyant feet, go scooting up the village street, and prancing like an acrobat, he doesn't know where he is at.

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## T. J. Edens

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