

To-Day's Messages.

PROMOTION FOR RAMSAY.
LONDON, April 29. (Via Reuter's Ottawa Agency.)—The Admiralty announces that Commander, the Hon. Alexander Ramsay, has been appointed Naval attaché at Paris.

SPECIAL MISSION FOR EGYPT.
LONDON, April 29. (Via Reuter's Ottawa Agency.)—It is learned that the Government is considering a proposal to send a special mission to Egypt, with Lord Milner at its head, to report to the Home Government on questions concerning the constitution of the protectorate. It is not yet decided whether Lord Milner will go.

SET BACK FOR BOLSHIEVICS.
LONDON, April 29. (Via Reuter's Ottawa Agency.)—A Helsinki despatch says it is reported that Finnish forces have captured the town of Loitansalo, on the White Sea coast, an important strategic position of roads on the Petrograd-Murmur railway, also that the Bolshevik torpedo flotilla stationed there would be unable to escape, and would doubtless be captured. Further Finnish detachments are advancing upon Petrokhok, capital of the province of Onega. The Finnish losses in these encounters were five killed and twenty wounded. The Bolshevik casualties were several hundred. About four thousand "Red" troops in the Petrokhok district have been driven back by the British, who arrived at Pandene recently, severely defeating the enemy at Sehekuelao station.

RESTRICTIONS REMOVED.
PARIS, April 29. The Supreme Economic Council has approved measures for sending food to the Germans in northern neutral countries and in Switzerland. It is announced also that the naval armistice authorities have removed the restrictions on German fishing in ports of the North Sea.

NEITHER PRAISE NOR CONDEMNATION.
LONDON, April 29. While on the whole, London newspaper in commenting on the amended covenant of the League of Nations, do not welcome it heartily, they express no condemnation of any of the principles.

DON'T WANT MUCH.
KINGSTON, Jamaica, April 29. A longshoremen's strike seriously affecting shipping is on and the men are obdurate in their demands for an eight hour day with double present pay.

VOTE OF CONFIDENCE.
ROME, April 29. Orlandi's Government was given a unanimous vote of confidence in the Italian Senate to-night, following vote of confidence given in deputies. Great demonstration followed address before Senate.

Reids' Boats.
Argyle left Placentia yesterday morning, going in the Bay. Glencoe due here from Placentia. Kyle arrived at Port aux Basques at 7 a.m. to-day. Meigle left Placentia at 4.20 a.m. going to North Sydney. Sagons left Port aux Basques at 7.20 p.m. yesterday.

Lawsuit for Thirty-five Cents.
Costs Texas \$25,000.

A lawsuit begun sixteen years ago for the recovery of a half bushel of sweet potatoes valued at thirty-five cents is still in progress in Gregg County, sixty miles east of Dallas, Texas. The litigants have already spent more than \$15,000 in court costs and attorney fees and the county itself has been out something like \$10,000 and justice has not yet been done. The litigants are William Stone and Charles Neynabor, whose farms adjoin. Incidentally sixteen years ago their sweet-potato patches adjoined, and when the potatoes were dug Stone claimed Neynabor got some of the tubers which grew on his land. Then the courts were invoked. A decision was rendered in the justice court, giving Stone the potatoes, but Neynabor appealed. The case went through all the courts. There were appeals, mistrials, and reversals. Each farmer was determined to fight to the last ditch, and is still determined. It is believed the district court will finally settle the matter this term. The decision may allow Stone damages, or it may not, but if it should those damages cannot be more than the value of the potatoes at the time they were dug, which would be about thirty-five cents.

Skirts are seldom plain. Old reds are in much favor. Chiffon lines the elaborate wraps. Tomato color is very fashionable.

Admiral Jellicoe Tells Story of Grand Fleet

DURING EARLY STAGE OF WAR.

Admiral Jellicoe's book about the operations of the Grand Fleet from the time he took command in 1914 until he relinquished it to Sir David Beatty in 1916 does not tell us all we should like to know, but it does contain some important new matter and throws light upon places hitherto dark. Undoubtedly it does give Germany information that she would have spent millions to acquire three or four years ago, especially the fact, disquieting even now, that the British Grand Fleet when the war broke out, and for perhaps a couple of years afterward, did not have that sufficient margin of superiority to set at rest all fears as to the result of a conflict between the two. When Sir David Beatty took charge the margin of superiority was great and increasing every month, until in the closing months of the war, the German navy would have had little more chance against the Grand Fleet than would the Swiss navy. It may be, however, that Beatty would have handled the navy better, or rather more daringly, even if he had that margin of superiority in material. Jellicoe seems to have been handicapped by an imagination that caused him occasionally to speculate as to the disastrous results of defeat—not the frame of mind for a fighting man, but perhaps proper enough for a civilian administrator.

It would be unfair to a gallant and brilliant officer to suppose that the Grand Fleet was handled under Jellicoe with any timidity. It was looking for the German fleet, ready to carry the fight to it from the day war broke out. But Jellicoe was cautious. He took as few risks as possible. Had he taken greater risks—had he been a man more like Beatty—the German fleet might have been utterly destroyed at Jutland. On the other hand, the British fleet might have been destroyed, and the islands thrown open for invasion. Mr. Asquith said in the House that the possibility of invasion had to be taken account of. In his book, Jellicoe says that the Grand Fleet was practically the whole fleet; there was no reserve of any account. A disaster to the Grand Fleet would have been irretrievable. It would have been the swift ending of the war. When Nelson fought at Trafalgar, he had under him only a part of the British navy, and that the smaller part. Had it been destroyed, the victorious French would have had to fight even a greater fleet before they could command the seas.

The responsibility for this situation, for the small margin, for a score of defects in ships and docks and equipment, must rest with the politicians who in the days before the war cut the navy's appropriations, disregarded the service of the experts, and otherwise did their radical best to steer the country toward destruction. When the war broke out the German navy had a great superiority in destroyers, more than two to one as against Britain. Her shells were better, and they were better at Jutland. Her mines were better and more numerous. Her torpedoes were frankly feared by Jellicoe, and it was this fear more than anything else that made him cautious at Jutland. The German fleet was not short of officers, but as with the British navy, and he blames political pressure in the days before the war. He admits that the German navy lacked the initiative, resource, and seamanship that the Hun sailors were highly disciplined and well-trained.

The Battle of Jutland appears to have been an accident. The German High Seas Fleet went out to capture some British light cruisers reported near the Skagerrack. Here it encountered Beatty with his cruiser squadron. This was early in the afternoon and the weather was thick, but by six o'clock Beatty had headed the enemy's leading ships and was driving them off the land. Beatty, as a writer in the New York Sun remarks, does not seem to have been aware that there was such a thing as a torpedo. At least his report makes no reference to the fact. His idea was to hold the enemy in action until the Grand Fleet arrived or to drive him toward the Grand Fleet. When Jellicoe got up, however, he hesitated to close in on account of the torpedoes, and consequently could not get close enough for effective gunfire, for modern torpedoes have almost the range of big guns, and the enemy taking advantage of the falling night and a thick smoke screen was able to disengage himself in the dark and make off. Fear of running in a mine area, or a submarine trap made the pursuit cautious.

Viscount Jellicoe's book explains why such mystery was thrown round the sinking of the Audacious. He had such a small margin of superiority that he dared not let Germany know that this great ship had been sunk by a mine. He speaks of the sorrow and even consternation in the navy when the Hampshire with Lord Kitchener aboard was lost. This was due not to a submarine,

but to a mine. The disaster occurred in very bad weather, and it is possible that the mine had drifted in the path of the vessel. There was no way it could have been avoided unless Lord Kitchener could have been induced to postpone his sailing until the weather cleared and the track could be again swept, but he never would have consented, and so he went to his death. He was below when the explosion occurred, but was escorted to the deck and a boat was being prepared to launch him and his staff. The storm prevented the launching; and he was not seen after the vessel sank. On the whole, one gathers from the book that Viscount Jellicoe did the best and wisest thing with the Grand Fleet in all the circumstances. He could have done better, many men could have done better if the British Government had given the navy proper backing in the years immediately preceding the war.

Howe's Sewing Machine

The first sewing machine built by Elias Howe was given a private demonstration by its inventor seventy-three years ago, on January 27, 1846. Sewing machines had previously been constructed by Thomas Saint, an Englishman, in 1790; Duncan, also English, in 1804; Adams and Dodge, Americans, in 1818; Thimmonier, a Frenchman, in 1824; and Walter Hunt, an Englishman, in the same year. Howe's machine was the first really practical invention of its kind. He was a workman employed in a Boston machine shop and worked out his sewing machine idea in his spare moments. Several months after his first trial Howe secured an American patent, but was unable to get capital to commence the manufacture of his invention. He had no better success in England, and returned to America as a common sailor, being without funds to pay his passage. During his absence abroad others began the manufacture of machines similar to Howe's and for a time it seemed that he would be deprived of all the fruits of his labor. Eventually the courts granted him justice, and Howe realized over \$2,000,000 from his invention before the patent expired.

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Marriage Tangle in Toronto

Queer tales come to the ears of the officials of the Morality Department every day, but probably there never been any so queer as that of a Toronto man. The man is a student of the East End, and according to his story, is not comfortable with his present wife. He wishes to be the jordan knot, and taste from once more. In his story he said he married the daughter of his wife some years ago. Soon after marriage his mother died and father married his first wife's mother. A few years passed and his wife the way of all flesh, and later his father passed from earthly life. His stepmother was in Scotland the time. Sorry for her in her illness, he brought her to Canada married her.

A Watchman Worth Thousands

Alfred M. Barrett, highway commissioner, took a notion some time ago to scout around New York to see how many night employees of department were sleeping on the job. As a result, Louis Wolcott, years old, detailed to guard a road roller, was called on the morning to explain why he was not on duty. "My wife became ill," my chauffeur brought the car and I went home," said the watchman. Mr. Barrett thought he was kidding until he found that actually owned an automobile and employed a chauffeur and two men has a suit of evening clothes and \$100,000 in the bank. The watchman made the money out of real estate, politics, a dance hall and a hotel owns in Long Island City.

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