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STEER BROTHERS.

The Blockade is Still on; German Fleet Still Hides

Review of Situation a Month After the Jutland Battle.

A cable from London by Archibald Woodrow says: Four weeks have passed since the battle of Jutland—for that is the title by which it will be known—was fought, and it is possible, in the light of an immense mass of information from British and neutral sources, to form what will prove the verdict of the historian on one of the most splendid incidents in our annals.

In the first place, if any doubt exists abroad as to whether the Germans were beaten, and badly beaten it may be suggested, that consideration be given to the following among other facts:—

(1) The British blockade has continued without intermission and the activity in preventing cargoes reaching or leaving Germany has been, if anything, greater since June 1 than it was before that date.

(2) Four weeks have elapsed since the battle was fought, and the German High Seas Fleet has not, either as a whole or in part, ventured into the North Sea during that period; the British fleet has held the North Sea as in a vice.

(3) The German High Seas Fleet has not only not emerged into the North Sea, but it has since been hidden away even from the observation of the Germans. Wilhelmshaven, the great North Sea base, has been scaled; it is surrounded by a barbed-wire entanglement where no one may go in or out; the trains even are stopped. No step has been omitted to prevent any persons seeing the men-of-war. Much the same secrecy is being enforced at Kiel.

(4) A judicial sifting of the evidence of British officers and men shows that the Germans lost five capital ships—that is, vessels of the dreadnought type—in the action, besides six, or possibly seven, light cruisers, a larger number of destroyers, and at least two submarines.

Victory—Almost Annihilation.

The more carefully all evidence is examined the more certain it is that the enemy narrowly escaped annihilation. In half an hour the work probably would have been completed. Vice Admiral von Scheer, the Commander in Chief of the High Seas Fleet, who showed considerable sailorlike capacity, was far less responsible for this escape by directing his ships to retire than was the unfavorable character of the weather and light. Not a British naval officer who was present during the engagement but is convinced that the battle of Jutland was within an ace, so to speak, of realizing Nelson's ambition—"no victory, but annihilation."

When Sir John Jellicoe's despatch is published the nation will realize that the prestige of the fleet never stood higher than it stands to-day. Officers and men, representing a very different age from that in which the British navy last achieved triumphs, Preserve all the characteristics of those who gave us command of the sea. The declaration applies to all ranks—not forgetting the engineers and their staffs, who, working below, showed how British engines could contribute to victory. The country never had greater reason, based on irrefutable evidence to be proud of its fleet, which holds the maritime communications of the world in closer grip than at any period in our history. That may seem a bold claim, but it accords with the most careful examination of naval records. There has never before been a period when a great sea Power was unable, even under war conditions, to send a frigate to sea. Nelson, Collingwood and the other British admirals of the Napoleonic war frequently had the mortification of learning that single ships, and even squadrons, had eluded them and got across the trade routes. In all the world's seas there is not a single German surface vessel—man-of-war or merchantman—which dare show its nose.

The Effects of the Battle.

If the Germans did win a 'victory,' and break the nimbus of British invincibility and insuperability, as has been asserted, it has proved the least fruitful 'victory' that ever fleet won. Why are battles at sea fought? They are waged in order to decide who shall enjoy the right to use the seas. That is their purpose, and, incidentally, the belligerents try to destroy each other's fleets so that the matter may, once and for all, be settled one way or the other. But the main end is the assertion of dominion. Who holds dominion to-day? The Germans, sadly depleted in strength, nursing their wounds in the most complete secrecy, or the British who, within a few hours of returning to port for fresh fuel and stores, issued a new challenge to action, daring the Germans to renew the battle? The German ships—such as remain—are securely protected behind mines; they are defended by shore guns, they have flotillas of submarines on patrol; and, so that prying eyes may not witness the havoc which has been done, barbed wire has been erected.

But the truth is that as a fighting force the German battle cruiser squadron, under Rear Admiral von Hipper, does not exist. Such ships as do not lie at the bottom of the North Sea are in such a damaged condition that they will not be seen at sea, in the course of the summer. That is a statement which can be made with the most complete assurance. The battle squadrons also suffered badly in the engagement of May 31-June 1. They are in no condition to embark on a further enterprise to the northward," to quote the official statement issued from Berlin.

Lame and Blind.

The German High Seas fleet, weaker by five capital ships, is so lame that it cannot move. It is so blind that, if it could move it would not dare to do so. That is a matter on which there can be no doubt. When the war opened Germany possessed the following ships of the cruiser classes (built and building) less than fifteen years old—the age for replacement under the navy law—those lost in their course of the war being given:—

Battle Cruisers—Original number, 8; since lost, 6, comprising the Lutzow, Goeben, Seydlitz—a complete wreck—Blucher, Hindenburg and another of similar type, with, it is believed, the Von der Tann.

Large Cruisers—Original number, 7; since lost, 5, comprising the York, Scharnhorst, Gneisenau, Friedrich Karl and Prince Adalbert. The two remaining vessels are the Roon launched in 1903 and Prinz Heinrich (1900). The Furst Bismarck (1897) is of no military value; she is believed now to be serving as a training ship.

Light Cruisers—Original number, 30; since lost, 20, comprising the Karlsruhe, Magdeburg, Kolt, Mainz, Emden, Dresden, Nürnberg, Königsberg, Leipzig, Bremen, Undine, Rostock, Wiesbaden.

Consequently the High Seas Fleet is blind except for such aid as Zeppelins can render in favorable weather, and they cannot fight ships of war on the sea.

In the light of all these considerations it can well be understood why the officers and men of the British fleet, though they make no boasts, are well pleased with the naval outlook, except for one fear—that the enemy may decide not again to be enticed into battle. In any overt the German High Seas Fleet lacking many of its original units and secreted in a damaged state behind its barbed wire entanglements, does not exist to-day as a fighting force. In the meantime the economic pressure which the British fleet has been exerting is still pressing heavily on the German empire in virtue of the command of the sea, which was reaffirmed, with splendid gallantry, at the Battle of Jutland.

High Tribute Paid by Italian To the Women of France

He Calls Them Models of Patriotism For all the World—Real Women of France Revealed by Big War—Impression That They Were Light and Frivolous is Said to be Erroneous

The remarkable effect which the battle of Verdun has had upon the women of France is a subject of interesting comment in which such eminent authorities as Mr. Maurice Donnay have taken part. The remark made by Mr. Prottopoff, vice president of the Russian Duma, on the occasion recently of his presence in Paris, to the effect that the Allies would have much to thank the Kaiser for is being freely used in connection with the noble attitude of the French women of 1916.

It is being generally stated in the allied countries that few knew the people of France before the war. A distinguished French writer, who has written much on his own country, also recently made the observation. Few knew the people of France, and still fewer knew what admirable manifestations of patriotism the French women were capable of.

"The French woman is a revelation for all the world," says the noted Italian author, Signor Sarti, and it is time that this fact should be made known to all the civilized world and that the misty ideas, the legends and the erroneous notions which had formerly gathered around the French women should now for ever be dissipated.

"The mist," he adds, "grew from the slums of Paris and spread. Those who lived in Paris before the war, and especially those who went there seeking amusement, often gathered false impressions that the French woman was light and rather insensible and they formed this judgment from the products of the Paris streets and from the heroines of the novels, plays and scandals which were scattered about. These observers were not aware that the women whom they saw in Paris public resorts, at the race tracks, in the casinos and music halls, in the night restaurants; the smokers of opium and the tango dancers; the weaklings of the Latin quarter and the 'celebrities' of the cabarets were for the most part not French at all, but were women recruited from all the countries of the world.

"Nor were certain famous artists who were advertised for their extravagances typical French women. The real French women were practically never seen at the Cafe Maxim, in the Montmartre resorts, at the extravagant balls, at the eccentric festivals, or at the gatherings where the rights of women were advocated.

War Showed True Qualities.

"When the war broke out the women of France stood revealed just as the French army stood revealed and just as the French people stood revealed. Not a single one of them remained with arms folded. Not a single one of them held back from the first duty of a French woman. Not one of them failed to answer the mobilization appeal which the country finally had to make to its feminine element.

"The spectacle has been touching and magnificent. The great German onslaught at Verdun marked the culminating demand on the resources of heroism and patriotism of the French woman.

"In France there are at present three associations of prominent women, all gathered around the French Red Cross as a centre and under the orders of the military authorities. They have, however, a certain autonomy. These are the Society for Aid to Wounded Soldiers, the Association of French Women and the Union of the Women of France.

"The first of these is at present operating 800 hospitals, 93 relief stations and seventy infirmaries at railway stations. It has already spent since the beginning of the war about 50,000,000 francs (\$10,000,000). It has in service 15,000 nurses and 12,000 assistant nurses.

"Three armies of women of wealth thus constantly render assistance to wounded soldiers. Another multitude of women of wealthy classes is working for the indigent families of soldiers, for the mutilated, for the blind, and for the disabled. Such is the work of the women of means, but to whatever social rank they belong French women are showing equal energy and a like spirit of self-denial. Those who are not working for the State are working for the public service and are teaching in schools and in art classes. Those who are not working for the army are working for commerce, for industry, for agriculture. For more than a year women have replaced men in a hundred varieties of business.

"Admirable and remarkable has been the response of the working women to the call for laborers in the government munitions factories. Women, young and old, have volunteered, have left the cities, and have placed themselves practically under a military regime to work in the great foundries and factories where arms and munitions are produced.

"In 1914 the general mobilization of the French army completely disorganized the economic constitution of the country, but immediately the feminine element started the wheels in motion and in the great centres the mothers, the wives, the sisters and the daughters of the men who had gone to fight for the defence of the country began to handle business, to direct factories, to keep accounts.

"In Flanders women are cultivating the sugar beets, are loading them on canal boats, and are hauling these boats along the water to the sugar factories. At present natives of Algeria and Madagascar are being trained to aid the French women in their agricultural work, but the services which they have hitherto been able to render are of trivial importance in comparison with the work which the women themselves are doing.

"Colonel Ginfray, in command of a regiment at Caen, recently made the experiment of putting women to work in the military barracks in place of soldiers, in infirmaries, offices, kitchens and laundries. The experiment was regarded as a distinct success, a double advantage being thus obtained, as these women were able to earn a living for themselves and the men who had been employed in those services were sent to the front.

"In the greatest military hospital of Paris—that of Val de Grace—all the soldiers who were employed in the kitchens have been replaced by women of the Red Cross, and this example is about to be followed in other hospitals. It is, however, in the munitions factories that feminine labor has been utilized by the governments in the largest way.

"Statistics issued by the War Department show that in January last 109,300 women were employed in the munitions factories. Since then the number has been greatly increased, and it is stated that the courage and devotion of these women in working in the munitions factories has permitted several army corps of soldiers to go to the front to fight the enemy."

MISSING MEN SAFE.

Yesterday Mr. Lemessurier of the Customs had a telegram stating that the four fishermen who strayed from Capt. John Lewis' banker Metamora landed at Bay Bulls. The men rowed to that port and must have had a pretty trying experience in doing so. They went astray Thursday last on the Flemish Cap while tending their trawls in a dense fog, and their vessel arrived at Holywood Monday last.

THEFTS FROM CAMPS.

There are now seven camps erected at the head of Long Pond, which is an ideal place for camping out. However they are not safe from dishonest people. One is owned by Messrs. Ryan, Griffin, Marshall and McDonald, and Tuesday while they were out here the tent was entered by some thief, who stole their trout-rod and gear, all their food and other equipment. So disgusted were the owners of the camp that they removed it from this section altogether.

PRELIMINARY NOTICE.

Courses of lectures covering the requirements of the Licentiate in Arts of the Council of Higher Education and of the Second or Sophomore year in certain Canadian Universities will be organized for the next Academic year, beginning October 1st, 1916, and ending April 30th, 1917. The following and possibly other subjects will be included: English, Mathematics, Latin, French, Physics, Chemistry, Geology and Mineralogy. Candidates passing successfully through such of these courses of lectures as are required for the Second Year in Arts in the Universities, will be admitted as Third Year students in the Universities, provided they are otherwise qualified. Each of the lecture courses will be open to qualified students, whether they have graduation in view or not.

For further information, application should be made as early as possible to one of the Superintendents of Education.

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