BUSINESS CARDS

W H. WRIGHT, TELFORD & McDONALD Barrister, Solicitors, &c. Offices, Grey & Bruce Block, Owen Sound. Standard Bank Block, Flesherton, (Saturdays). W. H. Wright, W. P. Telford Jr., J. C. McDonald, L. L. B.

SOCIETIES

A O U W meets on the last Monday in each month, in their lodge room Clayton's hall Flesherton, at 8 p.m. M. W., W. J. Bellamy; Rec., C. H. Munshaw; Fin., R. J. Sproule. Visiting brethren invited

PRINCE ARTHUR LODGE, No. 333, A.F.& A.M, meets in the Masonic hall, Armstrong's Block, Flesherton, every Friday on or before the full moon T. Blakeley W. M.; Chas. Munshaw, Secretary.

COURT FLESHERTON, 995, I. O. F. meets in Clayton's Block the last Wednesday evening each month. Visiting Foresters heartily icome C. R., G. Bellamy; R. S., G. Cairns; n. Sec., W. Buskin.
Please pay dues to Fin. Sec. before the first ay of the month.

CHOSEN FRIENDS—Flesherton Council Chosen Friends meets in Clayton's hall first and third Wednesday of each month 8 p. m Pay assessments to the Recorder on or before the first day of each month. Chief Councillor T. Blakeley; Recorder W. H. Bunt.

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MEDICAL

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J P OTTEWELL Veterinary Surgeon Graduate of Ontario Veterinary College residence — second door south west on Mary street. This street runs outh Presbyterian Church.

DENTISTRY

Dr. E. C MURRAY L. D. S., dental surgeon honor graduate of Toronto University and Royal College of Dental Surgeons of Ontario, Gas administered for teeth eXtraction Office at residence, Toronto Street, Flesherton

LEGAL

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Pure bred shorthorn bull, Emperor, 86537, for service on lot 167, W.T. S.R., Artemesia. Terms $1 50 for grades, $3 for thoroughbreds.
All cows serveal must be paid for.
0 Mar. H. Quigg, Proprietor.

DIVISION COURT 1914

FLESHERTON AND DUNDALK

Flesherton..... Apri 15
Flesherton..... Aug. 26
Dundalk..... Oct. 14

Bull For Service

For service.—Baron Holly—No. 6422. Aberdeen Angus, on lot 34, 9th concession, Artemesia. Terms, $1.00 if paid before 1st Jan. 1915.—W. J. Magee.
May 15

BOAR FOR SERVICE

Also registered Yorkshire boar, AN 14581. Terms $1. HENRY HOLMAN Lot 40, Con. 4, Artemesia, Portlaw P.O
tf6mar

Bull for Service

Pure bred shorthorn bull, Aberdeen Fyvie—8,060—for service on lot 29, S.S. R., Artemesia.
Terms—$1.50 for grades, Pure bred cows $3.00.
Pure bred Tamsworth hog for service on the above lot.
Terms—$1.50 for all animals. Services must be paid for.
5Sept —W. J. Meads

Farm for Sale

Lot 130 to 132, East Back Line, Artemesia containing 136 acres; nearly all cleared, 3½ miles from Flesherton, five from Markdale. Good orchard, house, bank barn and other buildings; stock farm well watered, good well, windmill, etc Apply on premises to
—Jacob A. Holley
1 June 1914

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FIGHT IN NORTH SEA MAY NOT TAKE PLACE AFTER ALL

Only Desperation Will Cause Admiral Von Tripitz to Join Battle With the British.

Possibility of British Admiral Dividing His Forces Is Scouted as Improbable by Naval Men.

AS long as the German fleet is "in being," it is a menace to England. To risk its destruction by a fleet nearly twice its size would obviously be foolhardy. There are three conceivable situations which may draw the Germans out. Should the English, in an effort to force matters or in its desire to co-operate with Russia in the Baltic, be willing to divide their fleet by keeping half in the North Sea and sending the other half around the Danish peninsula, the Germans, thus offered an equal combat, might issue forth from either end of the Kiel canal. If the Mediterranean is cleared, and the French navy, or a major portion of it, is released to the support of the British in the North Sea, the latter would then have a fleet which, roughly speaking, could be divided in two and either half be about the

ADMIRAL CALLAGHAN.

equal of the German fleet as a whole.

But such a move on the part of the British only needs to be described to be dismissed. Admiral Jellicoe will not divide his fleet so as to give the Germans an even chance of worsting one section of it and more than a chance of slipping past the British lines one or two fast cruisers which could terrorize British shipping until their coal ran short. No advantage in the Baltic could be worth such a risk. On the other hand, with the present possibilities of patrol and blockade, the British fleet can probably keep the Germans effectively bottled up, the British dreadnoughts being summoned by their scouts whenever the Germans threaten to come out. This apparently means a protracted stalemate with the Germans occasionally making sorties in the hope of inflicting injury on a section of the British fleet, but withdrawing before superior force and not risking a general engagement. This was the situation at Port Arthur between Russian and Japanese until the fortress was threatened by land. In short, it is likely to be a long campaign of harassments, the Germans hoping that by mines and torpedoes they can pick off a British dreadnought now and then.

If the war on land should be long drawn out, and Germany should find herself slowly worn down through lack of oversea communication and the means of obtaining supplies, the Kaiser's fleet might be driven at the British in the desperate hope that superior gunnery and handling might overcome the British superiority of weight and numbers. The third situation which might force the Germans out is the possibility of the Kiel canal being captured by a land attack. We may wait long for the "big" naval battle that in reality must be a general engagement between the fleets and not a mere skirmish.

Admiral Sir George Callaghan, who was in command of the British fleet, and who is now second in command to Sir John R. Jellicoe, is one of the best known flag officers in the navy. His name came before the world when he commanded the Naval Brigade despatched from the China coast to the relief of the foreign legations at Pekin at the time of the Boxer troubles. He has always been considered an authority on gunnery, and on that account chiefly was appointed naval adviser to the Inspector-General of Fortifications. During the interval great progress was made in the modernization of the coast defences of Great Britain and Ireland. Sir George is an Irishman by birth, of mixed Irish and English descent, was born in County Cork, and is 62 years of age. He entered the navy as a midshipman, and attained the rank of captain in 1894, commanding in turn the Hermoine, Endymion, Edgar, Caesar, and Prince of Wales, all well known and important ships. He was a naval A. D. C. to King Edward VII., was rear admiral in the Channel fleet, and has commanded the fifth cruiser squadron. He was second in command of the Mediterranean fleet from 1908 until 1910, and commanded the 2nd division of the home fleet in 1910 and 1911, being appointed commander-in-chief of the home fleet the latter year. Sir George is a Grand Officer of the Legion of Honor of France.

When the history of Germany's mighty naval development comes to be written one name will stand out in boldest relief — von Tripitz. To this giant, fork-bearded sailor-statesman, a magnificent specimen of Teuton physique of the old school, must fall the lion's share of the credit for the persistent aggressiveness with which the Fatherland has rushed to front rank as a sea power. He is the real creator of the Kaiser's fleet.

"Tirpitz the Eternal," they call him in Berlin. For nearly 15 years he has been unbrokenly at the helm. No other German Minister but Bismarck ever survived the vicissitudes of politics so long. Imperial Chancellors have come and gone. War Ministers, Foreign Secretaries, Chancellors of the Exchequer, Home Secretaries, and Postmasters-General have appeared and disappeared by the half dozen.

Von Tirpitz is suavity and frankness incarnate. In a recent interview he confessed unreservedly that his idea of German sea power was that the Fatherland must prepare itself as soon as possible to throw decisive weight into the political scales wherever its vital interests were concerned.

Specifically, he favored the two-to-three standard as the only goal compatible with German necessities, as far as Great Britain was concerned. He believed that the possession of a fleet two-thirds as powerful in offensive units as the British navy would effectually prevent combined Anglo-French military operations against Germany, besides making naval warfare, in the spirit of the Fleet Law's preamble, a grave risk for Britain.

He believed religiously in the invincible superiority of the German guns—that they would decide the issue to Germany's imperishable glory on the day when the Kaiser's Trafalgar was to be fought and won.

The French navy is under the supreme command of Admiral de la Peyrere, and on him rests the fate of the Triple Entente in the Mediterranean. Acknowledged both at home and abroad as the most distinguished officer of the French navy, he has both in his capacity as chief of the Admiralty staff and as Minister of Marine, completely reorganized that service, eliminating the dead wood, abolishing hundreds of almost incredible abuses, consigning to the scrap heap battleships and cruisers that were out of date and paying particular attention to the development of submarine navigation.

His popularity among all grades of the service is very great, and when

ADMIRAL VON TIRPITZ.

Minister of Marine he still further enhanced it on one occasion by an exhibition of personal pluck thoroughly in keeping with his character and antecedents. Learning that in consequence of the number of disastrous explosions in connection with the handling of the charges of the big guns, the sailors and officers had become convinced that it was almost as dangerous to stand behind the gun or anywhere near its breech as at its muzzle, he hastened to Toulon, went on board one of the battleships there, and made a point of standing in the immediate proximity of the breech of the gun so that if there had been any explosion he would have been the very first to be blown into eternity.

GERMANY'S GIBRALTAR.

British Fleet Will Find Heligoland a Hard Nut to Crack.

The eyes of the naval experts of the world are centered upon the Island of Heligoland, Germany's Gibraltar, in the North Sea.

It is the general opinion among them that the German squadrons will not attempt an open engagement with the British fleet in the North Sea, but will remain in the safe haven of the Kiel Canal, secure behind the chain of coast defences, of which Heligoland is the principal link.

In 1890 Great Britain bartered Heligoland for a portion of German territory in East Africa. To-day Great Britain finds the island the key to the impregnable wall of redoubts, which protects Germany's North Sea coast line, the Kiel Canal and the approaches to Hamburg and Bremen.

Within a comparatively small compass Germany has there several important mercantile and naval harbors, most of them fortresses believed to be invulnerable to attack.

Had the island not existed and it were possible to construct a fortress at a point which would prove most formidable against attack in the North Sea, Germany could not have chosen a more advantageous location.

But 46 miles distant from the mouths of the Elbe and the Weser, Heligoland, on three sides, rises nearly perpendicularly from the sea to a height of 150 feet. Its rugged, overhanging, natural walls are fortified and protected to a degree which has no parallel save possibly Britain's Gibraltar or Russia's Cronstadt.

A large section of the rocky plateau has been made to conceal guns in armored turrets, great coast weapons on disappearing mountings and a formidable array of rapid fire guns. Hewn out of the solid rock are ammunition magazines and bombproof shelters, and the entire scheme of fortification is so ingeniously engineered as to be, from without, completely invisible as well as invincible. The island is also a mighty naval station and is also provided with disappearing hangars for aeroplanes and accommodation for dirigible balloons.

In the events of a concerted attack, the British squadrons would be shelled by invisible guns protected by the stoutest armor and concerte, the artillerymen being practically immune from danger. The elevation of the batteries makes possible the direction of a plunging fire which would prove destructive to war vessels protected by the most approved types of armor. It is held by the German army authorities that the guns could annihilate the strongest fleet of battle craft at long range.

Within the fortress is a supply of reserve provisions sufficient for three months, and a full complement of seamen gunners and artillerymen for the garrison.

The island at one time belonged to Denmark, being taken from the Danes by the British in 1807. Heligoland remained a British possession until 1890, when it was ceded to Germany.

The Horror of War.

Hugh Sutherland, director of the Canadian Northern Railroad, has reached home from Bohemia with his nerves somewhat shattered by the arduous journey and the first sight of the horrors of war.

"At a small station near Prague I noticed confusion among the soldiers entraining," he said. "I then saw four Serbs struggling violently against being forced to proceed with their Austrian regiment to fight their fellow Slavs on the Russian frontier. The officer commanding issued a few crisp commands and immediately the wretched four were led away a short distance, lined up, and shot to death in plain sight of myself and everybody on the train. The women screamed and fainted, and a terrible uproar ensued, in the midst of which the train was ordered to proceed.

"I was obliged to change from one train to another ten times on Thursday night, traveling to Belgium through Germany, owing to the sudden embarkation of troops, necessitating the turning out of all regular passengers. I passed through a thousand miles of lands rich with harvest, but no body was working in the fields except here and there a few women and children. The crops are in beautiful condition, but its impossible to save them now. This loss is terrific."

Ships Taken Total 200.

The London Daily Express estimates that the large number of German vessels captured at sea by the British, French and Russian warships total 200, with a tonnage of one million tons and a value of $300,000,000. The paper says that there are still remaining at sea about 500 German ships liable to capture at any moment. These have a total tonnage of 2,000,000 tons and a value of $700,000,000. These latter include 155 Hamburg-American vessels, 120 North German Lloyd, 65 Hansa, 45 German-Australian, 45 Hamburg-South American, 45 German-Levant, 30 German-American petroleum and 35 Woermann.

May Reach $150,000.

While committees of the Hospital Ship funds are asked to close their funds at their own discretion, for the benefit of distant places where collections are still actively being made for this purpose, the general fund will not be closed till early in September. Contributions to date show with "Flag Day" a total of $137,680.70, so it may reach the splendid sum of half over what was the original amount aimed at.

"Baccy" For the Troops.

A despatch to Reuter's Telegram Company from Paris says: "The state tobacco factories are working day and night in order to supply the needs of the army. Large quantities of Virginia tobacco will be imported, especially for the use of British troops on the Continent."

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