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### King George Was Trained

Like Any Other Midshipman

### Who Enters British Navy

THE navy had advanced a good deal since King George began his nautical experiences, thirty years earlier. King Edward VII, then Prince of Wales, showed his practical appreciation of the value of a sea training when he decided to put both his sons into the navy. Possibly he was influenced in this decision by a recollection of what he himself had missed. It is true that among the most popular pictures of King Edward as a small boy were those showing him in a sailor dress, and even something approaching the dress of a midshipman, but as a matter of fact he never served in the navy or received any other nautical instruction than that he derived from the sailors when on board the royal yacht.

In 1878, when the time came for King Edward's sons, Prince Albert and Prince George, to join the navy, the training of cadets was entirely carried out on board the old hulk Britannia, moored off Dartmouth. After nearly two years there, the princes embarked in the Bacchante, Captain Lord Charles Scott, which made prolonged cruises for three years, including a voyage around the world. After their return Prince Albert, who was not intended to follow the naval career, left the service for Cambridge University, but his younger brother was appointed a midshipman of the Canada, corvette, in which he visited Canada in 1882. In the following year he became a sub-lieutenant and underwent courses of instruction at Greenwich and Portsmouth, and, having passed the usual examinations with credit, he obtained his lieutenant's commission on October 8, 1885. The greater part of the next two years was spent on the Mediterranean station, first on the Thunderer, a little later on the Dreadnought, and afterward on the Alexandria, which was then the flagship of the late Duke of Saxe-Coburg and Gotha, at that time better known as the Duke of Edinburgh. His next appointment was to the Northumberland, in the Channel, and then, in 1889, he received his first independent command, torpedo boat No. 79.

It was while in command of this boat that Prince George had an opportunity of displaying his professional knowledge and the enthusiasm for which he was noted. While with another torpedo boat reconnoitering off an Irish harbor, during manoeuvres, his command broke down, and after a vain attempt to get her into harbor because of the tow rope breaking Prince George returned to his base and reported the facts. Other vessels were there and the prince had been up all night, but so keen was his desire to finish the job that he himself obtained a brand new hemp hawser and went back to rescue his friend, which he did, and towed him safely home. A flag officer present said it was a smart piece of seamanship, which would have done credit to an officer with a far wider experience of such work than the prince had then enjoyed.

A further exhibition of his close working knowledge of the navy was afforded when he received command of the gunboat Teazer at the age of twenty-five, and after nearly thirteen years' service. Many stories are told about the King at this period, all of which indicate his professional capacity and his energy and knowledge of handling men. It was after his return home from his cruise in this little gunboat that he was promoted to commander, on August 24, 1891. In the following year he commissioned the new cruiser Melampus, of 3,400 tons, for service in the naval manoeuvres. This command, however, lasted for only two months. The death of his elder brother, Prince Albert, Duke of Clarence, had brought him into the direct line of succession to the throne. After his marriage, in 1893, to his cousin, Princess Mary of Teck, he only served once afloat. This was in 1898, when as a captain he commanded the cruiser Crescent for a short period. He has, however, made frequent overseas voyages since that time, the chief of which were in the Ophir, to the British overseas dominions, in 1901; in the Indomitable, to Canada, in 1908, and in the Medina, for the Durbar in India, in 1911-12.

Both in regard to his training and in his promotions King George closely followed the routine of the navy. He was thirty-five years old before he became a rear-admiral, whereas Sir David Beatty, for instance, was thirty-eight. In the Britannia the King and his brother were treated like all other cadets, and later in the fleet he served in all the grades below flag rank and fulfilled every duty required of the naval officer of his time. It was owing to this judicious policy that the King became so keenly interested in his profession. His comrades were men of his own age and outlook, instead of being older and of another school as would have been the case had his advance been accelerated because of his royal birth. In a way, too, it was especially fortunate that at a time when a great war was being waged in which the struggle at sea was all-important, Britain's King should have been possessed of the ability and experience necessary to understand, from the point of view of a naval officer, the various changes in the situation afloat.

### Will Aid Women.

The British Ministry of Labor has established a free training school for girls who have been dispossessed of lucrative positions in munitions factories. The length of the course varies from two to six months according to the trade or business which the girl elects.

There passed away on Oct. 12th, on the 8th Concession of Thurlow, after an illness of several years, Wilmen Sills, son of the late Nelson Sills. He was born in Thurlow in 1857, and resided there all his life.

On Oct. 14th, there passed away an employee of the G.T.R. Thomas Flannery. He was fifty-two years of age, and was born in Thurlow, but had resided in Belleville for years.

# We Told You So!

## Further Proof that 2.51% Beer is Non-Intoxicating

### Conclusive Findings of Interest to Ontario Voters

IN a news despatch to the Toronto World last Saturday, announcement was made for the first time of the result of exhaustive tests made by Professors H. L. Hollingworth and R. S. Woodworth of Columbia University, New York, into the effects of 2.75% Beer on the human system.

The tests were made upon six students of the law school over a period of twelve days. A corps of assistants, men and women, collaborated with the two professors of psychology in conducting the elaborate experiments that had been devised.

"The effect of the beer on the students was said to have been almost negligible," says the despatch.

Word has just come from Wisconsin that as the result of a test case, the courts of that State have declared beer of 2.75% alcoholic content by weight measure to be non-intoxicating. As a result of this decision 2.75% beer is now on general sale throughout Wisconsin.

The 2.75 per cent. beer proven non-intoxicating by the professors of Columbia University, and declared non-intoxicating by the Wisconsin Courts, is .24 per cent. stronger than the Beer of the Ballot—the 2.51 per cent. beer for which you are asked to vote October 20th. These findings must be conclusive to every man and woman who has an open mind—who is willing to vote on the truth as proven.

How absurd it is then for the Referendum Committee to continue to declare that this mild and light beverage is intoxicating.

This is the non-intoxicating beer that Labor in particular is demanding. Is there any fair or just reason why you should stand in the way of the working men obtaining their favorite beverage? Just because the beverage is labelled "Beer", is no reason for you voting against it. This is not a time for prejudice but a give-and-take spirit that sees the "other fellow's" viewpoint. Give the working men the more palatable and nourishing, yet non-intoxicating beer they are asking for.

## Vote "YES" to all Four Questions

Mark your ballot with an X. Any other marking will spoil it. Remember, also—every voter must vote on every question or his ballot will be spoiled.

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### YIELD OF GRAIN SMALL.

Is the Report That Comes From Wolfe Island.

Wolfe Island, Oct. 15.—Howard Abbott and George Ballis have returned from the North-West. Born, auto Mr. and Mrs. Frank, a daughter, Mrs. James Braab, Kingston township, has returned home after spending a few days here visiting her parents.

A surprise party was held at the residence of Martin Kane's on Monday evening. A few friends gathered in and enjoyed a very pleasant evening. Richard Russell furnished music for dancing.

William Horne is erecting a large barn on his premises and when completed it will be one of the finest in the country. Mrs. Winborne is visiting relatives in Detroit. John and James McGlynn went to Ottawa on Monday to be present at the ploughing match and tractor demonstration.

A number from here attended the nominations at Harrowsmith on Monday afternoon. On the return trip, John Weir had the misfortune to break the rear axle of his auto. Threshing is completed and reports are that the yield of grain is very small.