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 Next Term begins Sept. 6th, 1915.

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W. L. ARCHIBALD, Ph.D.
 Next Term begins Sept. 6th, 1915.

Marks Made by the Pupils of the Domestic Science Class.**FISHER.****GRADE VI.**

Merilla Colpitts, 88; Effie Kierstead, 89; Bessie Kitchie, 56; Madeline Montgomery, 72; Eva Riordan, 58; Margaret Saunders, 70; Eleanor Riordan, 66; Ada Niles, 75; Muriel Newnham, 85; Dorothy Greer, 70; Elizabeth Johnston, 70; Annie Brown, 71; Thelma Burden, 80; Florence Allen, 74.

GRADE VII.

Doris Hanson, 88; Dorothy Mooers, 87; Hazel McConchie, 84; Mary Clark, 75; Beatrice Fields, 80; Helen Troy, 86; Adeline Mooers, 89; Bessie Gunter, 90; Mary Pringle, 90; Marion Marsten, 79; Ethel Huddlin, 50; Ida Fish, 58; Gladys Kenney, 56; Jennie Keech, 60; Ethel Wentzell, 72.

GRADE VIII.

Annie Gibson, 77; Ruth McManus, 78; Helena Smith, 86; Florence Strong, 90; Muriel Merriman, 90; Katherine Dunphy, 88; Rose Lenehan, 88; Eva Tompkins, 84; Jennie Elms, 80; Gladys Brown, 58; Gertrude Thompson, 87; Annie Gunter, 85; Blanche Whitehead, 72; Hildreth Whitehead, 80; Bessie Jones, 64; Thelma Blake, 69; Flora Jones, 77.

GRADE IX.

Maggie Green, 80; Helen Hagerman, 84; Muriel Smith, 92; Katherine Jarvis, 95; Kathleen McLean, 60; Mary Fewer, 93; Dorothy Dickinson, 85; Winnifred McConn, 90; Jennie Flemming, 79; Gretchen McGibbon, 90; Irene King, 65; Helen Pringle, 83; Dorothy Risteen, 80; Margaret Peabody, 78; Lilian Burden, 85; Blanche Robinson, 76; Edith Ellis, 90.

GRADE X.

Faye Stokoe, 80; Helen Smith, 77; Freda Seely, 67; Bertha Spargue, 77; Gladys Haley, 90; Marion Mitchell, 60; Gladys Glidden, 92; Marguerite Merri-man, 80; Georgie Plummer, 54; Miriam Dunphy, 60; Alice McPhail, 58; Ella Kearney, 50; Aurilla Gibson, 75; Robena Flewelling, 45; Mary Cogger, 45; Susie Sharp, 87; Edith Smith, 70; Edith Holmes, 69; Helen Slipp, 89; Mildred Smith, 70; Mary Hoey, 40.

In Grade X a prize given by Mr. J. D. Carey was won by Miss Gladys Glidden for best work during the year.

Mrs. J. C. Hartley offered a prize in Grade VII for the best sewing which Miss Flora Jones won.

In Grade V Miss Winnifred Morris won a prize given by Mrs. F. H. J. Dible for best sewing.

BROADWAY.**GRADE VI.**

Grace Smith, 70; Marion Upham, 75; Laura Stewart, 70; Beatrice Austin, 74; Vera Westall, 88; Cassie Clark, 60; Mildred Saunders, 80; Pauline Riordan, 73; Rita McKinley, 80; Kate Nason, 56; Edith Grant, 87; Agnes McCaffery, 63; Anna Bowlin, 79; Kathleen Griffith, 70; Georgie Britton, 85; Hazel Lockwood, 88; Mary Kearney, 63; Jean Sharpe, 85; Cassie Craig, 66; Helen Craig, 68; Lot tie Mooers, 85; Jean Savage, 75.

GRADE VII.
 Ida Saunders, 86; Mary McPhail, 75; Isadore Stokoe, 90; Glenna Britton, 87; Hilda Griffith, 88; Evelyn King, 78; Neta Little, 85; Jennie Faulkner, 87; Lily Forman, 65.

GRADE VIII.

Alberta McKinley, 92; Helen Riordan, 83; Louise Smith, 91; Ruby Mercer, 78; Allie Vanwart, 85; Hazel Dow 71.

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of this reign naval and other affairs were neglected, and acts of piracy were committed on English coast waters.

Naval affairs improved under Henry IV. and the reign of Henry V was most glorious in maintaining the naval supremacy over France. In this reign the Royal Navy was established independent of the Cinque Ports—the arrangement of the Conqueror's time.

Henry VII built a number of new ships, among them the "Great Harry," the largest of its time. It carried a crew of seven hundred men, and one hundred twenty two guns of all sizes. This ship is said to be the first on record, deserving the name of a "ship of war."

Henry VIII may be said to have laid the foundation of the British Navy as a permanent or standing force. He established the dockyards at Deptford, Woolwich and Portsmouth. He appointed certain commissioners to superintend the civil affairs of the navy, and settled the rank and pay of the officers, thus creating a national navy.

Elizabeth not only increased the numerical force of the regular navy, but established many wise regulations for its preservation and for securing adequate supplies of timber and other naval stores. She placed her naval officers on a more respectable footing, and encouraged foreign trade and geographical discovery. During this reign there was almost incessant war between England and Spain. The greatest naval force that had been called together was that which opposed the Spanish armada in 1588. With eighty small vessels the English under Lord Howard defeated the Spanish fleet of one hundred and twenty-nine ships under the command of the Duke of Medina Sidonia. The Spaniards soon found that their vessels were so large and clumsy that their shot passed over the English ships, which could sail away or around them at pleasure. In despair the Armada began to retreat, pursued by its active and revengeful enemies. Of all that great fleet only fifty-three reached Spain in safety. England was saved: the wind and waves had fought her battles more effectively than her sailors or soldiers. Thus her navy was her means of protection in the hour of danger.

In 1642 the management of the navy was taken out of the king's hands, and placed in the hands of an officer called the Admiral of the Fleet.

During Cromwell's protectorate several naval engagements with the Dutch occurred. At the commencement of the Commonwealth the navy had been reduced to one hundred and forty eight ships. But by the careful management of Cromwell, though engaged in naval warfare with the Dutch, the navy was increased to one hundred and fifty sail, with upwards of twenty thousand seamen. The navy was thus raised to its greatest strength up to this time.

Charles II neglected the navy, laying up the ships and squandering the money; so when the Dutch fleet under De Ryter sailed up the Thames, there was no adequate force to oppose him. The energy of the people raised a temporary force that prevented them from reaching London. Another instance where England's fleet saved the day for her.

In the reign of William III the navy was made efficient again, the number of ships being increased to two hundred seventy-two. This continued to be the average number in the navy until the middle of the eighteenth century.

During the reigns of the Georges, the English were engaged in three wars: with the Spaniards, French and Americans. As a result of this the size and number of ships of the line were greatly increased, so that at the conclusion of the American Revolution in 1783, during the reign of George III, the navy contained six hundred seventeen ships having a tonnage of five hundred thousand—an increase of one hundred eighty five ships since 1762.

The recommencement and long continuance of the Revolutionary War, the glorious success of England in naval actions, the protection required for naval commerce and security of her numerous colonies contributed to raise the British navy to a magnitude to which the accumulated navies of the world were but a small proportion.

Soon after the accession of Queen Victoria, steam began to take the place of sail as a propelling power, which has revolutionized naval warfare and ar-

maments. The paddle wheel was first used as a propelling power, but the propeller soon supplanted the paddle-wheel.

In 1854 England was found in possession of a powerful steam fleet of which the "Duke of Wellington," "Auramemnon," and the "Shannon" are fair types carrying one hundred-thirty-one, ninety-one, and fifty-one guns respectively.

The next development was armor-plating instead of wooden ships. The advance of gunnery and the disastrous effect of explosive shells operated to the disadvantage of wooden walled vessels. Armor-plating came in vogue about the middle of the nineteenth century. The thickness of the plating was from four to five inches. This plating increased so that in a list of vessels given in 1883, the "Inflexible" had plating ranging from ten to eighteen inches.

After the Crimean War, torpedoes and submarines, mechanical and electrical mines attracted much attention, and schools were established for the instruction of officers and men in their use.

In 1871 the secret of the Whitehead fish torpedo was purchased by the Admiralty.

The self propelling torpedo and the submarine have been added to the weapons of the navy in the last forty years.

The following is a summary of the British fleet at the end of the year 1914: sixteen super-dreadnoughts, fifteen dreadnoughts, forty pre-dreadnought battleships, fifty cruisers, seventy-six light cruisers, eighteen torpedo gunboats, twenty-three sloops, gunboats etc., two hundred forty eight destroyers, one hundred torpedo boats, and eighty-five submarines.

For the beginnings of all great inventions one has to look a long way back into history. Centuries upon centuries ago Jonah pioneered submarine navigation. And so slow is human progress that kingdoms were born and passed away again before any other man succeeded in equalling Jonah's feat, though a good many have tried. Nor was it done until the boat builders had copied the lines of the craft in which Jonah made his famous three day's trip. Submarines are called the "Terrors of the Sea." In shape these are just like a huge fish with a long steel platform on its back. There is the mouth from which torpedoes are shot—just as Jonah was—the fins, called diving rudders, and the tail which is used for steering. A submarine does not look a very inviting craft to embark in, yet those now used by the British Navy are absolutely safe. Though the sea be very rough she feels nothing of it, as at the depth she travels wave motion is not felt.

Our earliest submarines were driven by gasoline engines. But these proved very dangerous to the crew because of the poisonous fumes given off when the gasoline leaked. By using internal combustion engines and electric motors this danger has been eliminated.

The mission of the submarine is to act purely on the defensive, but as a weapon of offence its capabilities are only limited by the amount of torpedoes it can carry, and the time it can remain at sea without a parent ship to refill its gasoline tanks.

Torpedo boat destroyers have been called the "Watchdogs of the Fleet." These are the very latest comers into the 'light cavalry division' of our navy. They are credited with a speed of thirty knots an hour, and probably they can go even faster than that. It is said that a chip of wood could not fall in any part of the English Channel without a destroyer pushing up her sharp inquisitive nose to inquire what the thing was and why it came there. The destroyers do their fatal work under cover of darkness—ready at any time to sneak in and raid the enemy's fleet.

Three centuries ago England was a backward and ignorant agricultural country without enterprise, without trade, without wealth, without colonies. But England, though poor was ambitious. Her leading men wished her to become a "world power." Sir Walter Raleigh wrote: "whosoever commands the sea, commands the trade; whosoever commands the trade, commands the riches of the world and consequently the world itself; and Lord Bacon declared, 'the rule of the sea is the epitome of monarchy.'"

chy, and advised his country to conquer the wealth and the colonies of Spain because Spain's power was no longer sufficient to defend her vast and wealthy possessions. Following the advice of her greatest statesman, England made war upon Spain, not for political or religious reasons but because Spain owned the wealth of the new world. Spain declined and Holland became by war and by work heir to the larger part of Spain's wealth. Then England transferred her hostility from Spain to Holland. Attacked by England who was later on joined by France, the Netherlands declined England and France felt to fighting over the great Dutch inheritance, and war had to decide whether the new world was to be come English or French. Thus by three centuries of war firstly against Spain, then against Holland and lastly against France was the British Empire won, and the struggle for empire ended only in 1815 when at last Great Britain had vanquished all her European rivals. British colonial and commercial supremacy is barely a century old.

Our navy has always done her part in the work of reform. In 1816 a fleet was sent to Algiers, and was successful in suppressing the Algerian pirates. The Greek coast was also infested with pirates and these were broken up by the British Navy. The same proceeding was necessary in the West Indies. The Chinese and Malacca straits were also cleared of these pests, so that it would be safe for a British ship to sail in any part of the seven seas.

From 1830 to 1860 the navy was active in suppressing the slave trade.

In 1651 the Navigation Act was passed which led up to the Dutch war between the English and Dutch. Van Tromp, the Dutch leader was killed in 1653, and the supremacy of the seas passed over to England, where we are proud to say—it has remained ever since.

The French made attempts to invade England in 1801 and 1803. But owing to the efficiency of her navy, Great Britain was victorious in both these struggles.

We have seen, deeply engraven upon the pages of history, that the navy has ever protected the Mother Country from invasion, and that it has also been the creator and bond of the Empire, the means by which the empire has grown and must be maintained. It was at sea that she vanquished the Armada, and at sea that she broke the monopolies of Spain. Sea power gave her victory in her long struggle with the Dutch and laid the foundations of a large dominion. This is the power which gave her the colonies which have grown into the Empire, and against her sea power the ambition of Napoleon was broken and failed.

We are now engaged in the greatest war of history. The great British Empire is not going to be destroyed by Germany and Austria! "What has been done can be done again" and we are trusting to our navy to defend and support us, in this our hour of peril, as she has always done in the past.

Now that the "Big War" comes, Germany the nation which is causing it, will be beaten and punished before the swords are sheathed again; ruinous is the price of victory may be in blood and in treasure.

We believe that by the aid of God we shall conquer, and that the world shall be free.

THE FLEET.

You, you if you shall fail to understand What England is, and what her all-in-all.

On you will come the curse of all the land.

Should this old England fall Which Nelson left so great.

His isle, the mightiest ocean-power on earth.

Our own fair isle, the lord of every sea—

Her fuller franchise—what would that be worth—

Her ancient fame of Free—

Were she . . . a fallen state?

Her dauntless army scatter'd, and so small,

Her island-myriads fed from alien lands—

The fleet of England is her all-in-all;

Her fleet is in your hands,

And in her fleet her Fate

—Tennyson.

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safe on the oceans; the navy is watching, because the foe may steam out at any time and do an immense damage to the Empire. He congratulated Miss Everett on her excellent essay.

Prize for mathematics, won by Mary Balmain, given by F. B. Carvell, presented by Rev. A. S. Hazel in a brief speech.

Prize for Latin, won by Mary Balmain, given by Rev. Frank Baird, and presented by that gentleman.

Rev. Mr. Baird said that last year this prize was won by a young gentleman. That young man had hardly time to read his book, when the call to arms came and Corporal Mooers was now on the firing line, leaving the book behind; he congratulated Miss Balmain on being the winner, and although she possessed the loyal spirit of her predecessor, Robert Mooers, he trusted she would have time to read the book and profit by it.

Prize, English History and Literature, won by Mary Balmain, given by J. Rankin Brown, and presented in a brief speech by that gentleman.

Prize, Second Highest Average, won by Harriett Grey, given by J. D. Carey and presented by that gentleman.

Mr. Carey congratulated Chairman on his new appointment and graduates on passing said that he was twitted with being an Irishman but he didn't know why as he felt proud of not only being a Canadian but also an Irishman.

His pulse beat quickly when he read the heroism of Our Canadian boys at Ypres, Langemarke and St. Julian but he was equally thrilled by the bayonet charge of the Royal Irish Fusiliers at St. Eloi when they advanced shooting their battle cry of Faugh-a-ballagh (Clear the way). He thought it not inappropriate to mention these at such a gathering as every man woman child was asked to do their "little bit" in these critical times. He congratulated Miss Grey on her victory in winning the book of poems by Burns, and he learned from her teaching that she well earned the prize.

First Prize, Grade X, General Average, won by Hubert Seely, given by H. V. Dalling, presented by the principal.

Mr. Squires congratulated the parents on the intelligence shown by the pupils, which reflected the intelligence of the parents. "We had school building" and a teaching staff second to none in the Maritime Provinces. The growth in the High School during the past two years, since he had been in charge, had been phenomenal. Two years ago it took very few seats to accommodate Grades 10 and 11. Now we have an enrollment of 52, and we will have 63 to 65 pupils in those grades next term. It may be incumbent upon the trustees to put a new teacher additional in the High School. This was the largest graduating class in the history of Wood stock, and it would have been larger had not the banking institutions in town been taking away the pupils before graduation day. One of our pupils Master Seely, led the province in Latin last year, which study is a specialty of his teacher, Miss Neales. One of last year's graduates, Robert Mooers, was now fighting at the front.

Second Prize, Grade 10, won by Leonard Slipp, given by Mayor Sutton, presented by Principal Squires, who said that it was a battle royal between Hubert Seely and Leonard Slipp as to who would get the first prize in Grade 10.

Latin, Grade 9, won by Wilnot Seely, given by F. L. Atherton, presented by J. D. Carey.

Mathematics, Grade 9, won by Wilnot Seely, given by E. W. Mair, presented by Geo. E. Balmmain.

Mr. Balmmain said that he was surprised at being called upon to make the presentation. The donor of the prize, E. W. Mair, only a short time ago, attended a convention of the leading business men of Canada and the United States, and won a gold medal for making the best ten minutes speech at the gathering, so no one was better qualified to make the presentation speech than was Mr. Mair. The speaker congratulated the winner of the prize and the teaching staff, which was one of the best in the province. It was deserving of more commendation than it receives—sometimes it meets with criticism, when it should be praised instead.

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