

# PURITY FLOUR

is a thirsty flour. It is so strong that it takes up a great deal more water. It therefore makes

**More Bread  
and Better Bread**

Buy it and see for yourself.

## The Spirit of Russia.

Here is an incident, told to the London "Daily Chronicle" by Miss O'Reilly, an American journalist who has seen much of the war in Poland, which shows the spirit in which Russia is fighting. "One morning I met a woman of about 70, passing through the countryside and when spoken to, she said she had come to see the soldiers. 'If you go much farther you will hear the German guns,' she was told. 'Please God, I will answer the old woman. It has cost me 45 kopeks (about 11d) to make the journey. I should be ashamed of myself if the armies of the world came to my door and I put my face in my cupboard. After the war there will be no Huns on the estates where they have been over-seers. This is a crusade. The Czar has said it.'"

## Preparedness

In the Maritime Provinces again this year, as formerly, some creamery companies are offering cash prizes to awaken more interest in breeding and feeding dairy cattle. In addition to the substantial cash prizes offered by the Scot-

shorn N. S. Creamery Company and the Tryon P. E. I. Dairy Company, there are several special prizes, cups, medals, books etc., by prominent men connected with the dairy industry locally.

It is suggestive of the widespread attention being paid to cow testing, that awards are based on the records of butter fat production of individual cows.

This means a good impetus in several directions. First, to the factory, which must benefit considerably with larger supply and lower proportionate running expenses; to the prize donors, who see dairies stimulated; to the herd owners, who aim for a greater production and are encouraged to see high levels permanently maintained. This means that attention is directed mainly to the maximum capacity of the individual cow, thus leading energies to better herd building; also means thorough preparation of abundant yet economical production not only this reason, but excellent ground for good business in subsequent years.

One may almost legitimately fancy that dairy cows will rejoice at new conditions. Many could do infinitely better if they were given the opportunity with improved conditions tendered, and they may be surprised at the results.

Prizes for recording milk and feed may be considered of charge from the Dairy Commissioner, Ottawa.

C. F. W.

# BRITISH CONTROL NORTH SEA, SAYS ADMIRALTY

Dreadnoughts Were Not Lost--

Later News Of The Fight In The North Sea

Cruiser Elbing Has Been Now Added to List of German Disasters

Six Zeppelins Took Part In The Fight

Rear Admiral Hood Believed to Have Been Drowned--  
Germans Strewed the Sea With Mines--German Reports Contradicted--British Control the North Sea.

Ymudien, Holland, June 3, via London.—A graphic description of the great naval battle off the coast of Jutland was given to-day by Captain Thomas Paine, of the British trawler John Brown, which was engaged in taking soundings in the vicinity of the fight.

Captain Paine said: "The battle began at 4.15 p.m. on Wednesday, and lasted until 11 o'clock at night. It extended over an area reaching from longitude 56.8 latitude 6.25 to longitude 55.50, latitude 6.50. (These measurements place the scene of the battle about 60 miles due west of the Horn running northward to the Little Fisher bank.)

"At 2 o'clock on Wednesday afternoon, I saw a great fleet of fifty ships of different kinds, apparently German, cruising from southeast to northeast. Two hours later another great fleet evidently British, appeared suddenly from the northeast, and obviously attempted to cut off the retreat of the Germans. The weather was misty, making it difficult to distinguish the outlines of the ships.

"At 4.15 p.m. the first gunshot came from about 2 miles away. Fifteen minutes later, there were more shots, and in a few moments, there was constant and heavy firing. Many sailing ships passed through the firing line.

The British ships did not seem to be of as heavy tonnage as the Germans. They were reinforced by larger vessels, which I observed to come up as it was getting darker. The German fleet then began to retire, and as they were withdrawing, I saw two big columns of smoke, evidently some vessels, which had been badly hit. The next moment I observed two large vessels, one of either fleet, burning.

"The British fleet pursued the Germans to longitude 56.40, and latitude 5.50, when I noticed two torpedo destroyers and three submarines dash forward at full speed, apparently heralding further reinforcements for the Germans. The British ships then drew off."

Ymudien, Holland, via London, June 3.—Three officers, three petty officers and 12 sailors of the crew of the new small German cruiser Elbing, which was lost in the Jutland battle, have been landed here. One officer said that the Elbing sank after she was rammed by an other German vessel, which rescued the remainder of her crew. Another maintained that the Elbing was blown up by the heavy firing of her own guns. One of the Elbing's boats containing some of her crew, and some British officers, who were picked up by the trawler Bertha, are being brought here.

(The loss of the Elbing is not mentioned in either the British or German official accounts of the battle, but the British admiralty statement says "that a light German cruiser was sunk." The Elbing does not appear in available naval lists.

London, June 3.—Rear Admiral Horace Hood, probably lost his life when the battle cruiser invincible was sunk in the Jutland battle, according to the Times. Admiral Hood was flying his flag on the Invincible, as second in command of the battle cruiser squadron.

[Admiral Hon. Horace Lambert Alexander Hood was 46 years old and was naval secretary to the First Lord of the Admiralty at the outbreak of the war. He was also naval aide-de-camp to the King in 1910, then a captain, served as naval attaché to the British Embassy in Washington. Admiral Hood served in the Sudan and in Somaliland, where he was mentioned in the despatches twice and received the Distinguished Service Order.

London, June 3.—Six Zeppelins participated in the naval engagement off the coast of Jutland Wednesday, according to a despatch from Copenhagen to the

Daily Mail. One of the dirigibles, the L-24, was hit several times and badly damaged, the report says, but she was able to reach the Schleswig coast after a narrow escape. Several of her men were wounded, and all her supplies had to be thrown overboard.

A despatch from the same source declares it is generally stated in Berlin that the activity of the German fleet was due to the energetic demands of Emperor William to his brother, Admiral Prince Henry of Prussia, commander-in-chief of the navy, and Admiral von Capelle, minister of the navy, on the Emperor's visit last week to Wilhelmshaven.

London, June 3.—A despatch to the Exchange Telegraph from Copenhagen, says:

"During the retreat of the German fleet, large numbers of mines were thrown out. To-day (Friday), several German floating mines were seen in the North Sea. Fishermen say that a cruiser struck a mine 50 miles northwest of the Wyl lighthouse, outside Blaavandshuk. Only a few men of the crew were saved."

London, June 3.—The official announcement of the sea fight was given out at the government's official press bureau at seven o'clock yesterday evening, and spread with almost unbelievable speed to the remotest corners of the kingdom. All the London evening newspapers rushed special editions into the streets, and the presses were still turning out papers at ten o'clock at night, although virtually nothing was being printed beyond the bare official announcements.

It was remarkable how the feeling of confidence in the great British fleet kept its hold on the populace, despite the undeniably heavy losses chronicled in the official accounts of the fight. Everywhere the talk was not so much of the loss as of confidence in the future and a determination to prepare to carry on struggle against Germany with increased force.

London, June 2.—Captain William Hall, chief of the intelligence division of the Admiralty, authorizes the Associated Press to say:

"The German report of the loss of the Marlborough and Warspite is absolutely untrue. Both of these dreadnoughts are safe in harbor.

"The German report that the entire British battle fleet was engaged is equally untrue. A portion of the British fleet, much inferior to the total battle fleet of the Germans, engaged that fleet, and drove it back into its harbor. The British control the North Sea."

The Hook, Holland, June 3. (Via London).—The tugboat Thames has arrived here with eight men of the crew of the German cruiser Frauenlob, which was sunk in the naval battle off Jutland. They say that the war ship went to the bottom 10 minutes after she was struck. Nothing is known of the fate of the remainder of the crew of 350.

The Daily Graphic's naval expert says: "It is quite clear that the main German fleet was trying to come out and that our battle cruisers intercepted them and held them up, and that they finally were forced to return to port. In other words, Admiral Jellicoe's grand fleet came up after our battle cruisers had held the enemy, and the enemy retired. The German fleet admitted its inability to meet our Grand Fleet, and is as securely locked up, despite its success, as it was before. There remains, nevertheless, a black page in our naval history, so far as loss of splendid ships and splendid lives are concerned. It is illumined, however, by glorious fighting against vastly superior weight of metal, but the blow remains and it is

Concluded on page 4.

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The woman who orders "SEAL BRAND"



deserves the Best & gets it.

In 1/2, 1 and 2 pound cans. Whole—ground—pulverized—also Fine Ground for Percolators.

## Wheat And The War.

Continued from page 3.

In 1825, when wheat stood at \$1.35. In the third quarter prices ranged from \$1.17 in 1851 to \$2.27 in 1856, fluctuating after that from \$1.22 in 1864 to \$1.95 in 1867 and down to \$1.37 in 1875. In 1877 the price was 1.72. In 1879 the quotation was \$1.40. A period of steadiness followed until 1883, when there was a drop to \$1.25. The decline continued, the even dollar being reached in the following year. Then, for the first time in the period covered in the table, or in 1886, below that figure was reached 94 cents being the quotation. In 1891 the price was \$1.13. In 1898 it was \$1.03, the lowest point, namely 68 cents being touched in 1894. Fourteen years elapsed before a dollar was again exceeded, in 1909 the highest quotation stood at \$1.13.

Mr. Doherty briefly outlines the cause for these fluctuations, and proceeds to deal with the situation arising from the supply and demand in the last three years. He also deals with the output of other crops during these years referring to the best known authorities in support of his details and deductions. He goes largely into the requirement and productions of the world in wheat, giving tables showing the yield in 32 countries of wheat and 22 of oats. In his conclusion, he also suggests that every aspect of the wheat situation appears to indicate the improbability of its return to the low average prices of 1910 and 1911, and that following the declaration of peace there will be a greatly increased demand. His final words are "Economic interests unite, therefore, with patriotic duty in stimulating the agriculturists of Canada to extraordinary productive efforts during the forthcoming season." As an appendix, a description is given of marketing operations in Australia. The article deserves and should attract wide attention. The War Book can be had by addressing the Publications Branch, Department of Agriculture, Ottawa.

## ASSESSORS NOTICE

Notice is hereby given that the undersigned have been appointed Assessors of Rates in and for the Town of Woodstock, New Brunswick, for the present year.

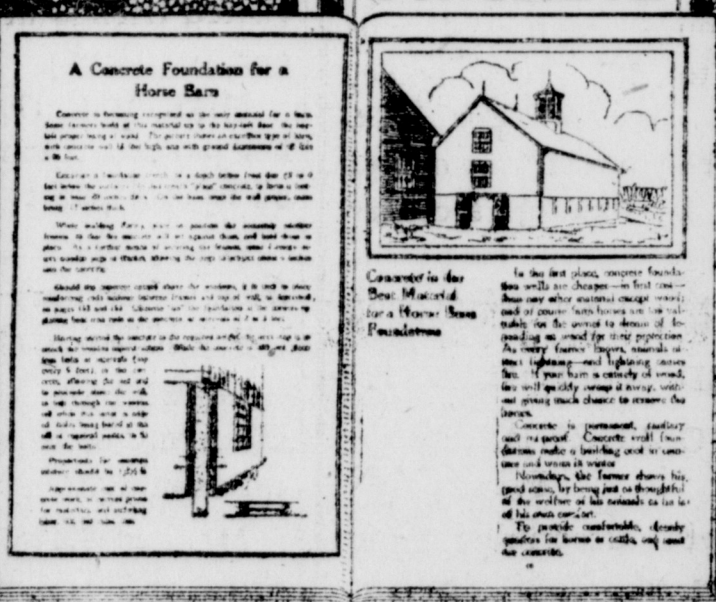
All persons owning Property in the said town may within Twenty Days give us a statement of their property and income as by law provided.

Dated February 29th, 1916.

RICHARD ALLINGHAM,  
GEO. W. JACKSON,  
PATRICK BRADLEY,  
Assessors.

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