

NO ALCOHOL IN GIN PILLS

Many have wondered how the famous old household remedy, Gin Pills, derived its name, since obviously there could be no spirits contained in pill form. The origin of Gin Pills can be traced to Gin, which has for a great many years been recognized for its medicinal qualities, particularly its beneficial effects on kidney complaints. But in the first place there are many who have conscientious objections to taking alcohol, even as a medicine. Fortunately, the curative agent of Gin Pills, in spite of the alcohol, not being the alcohol is a help to the cure. Investigations were made to determine just what it was in Gin that tended to relieve Rheumatism, Lumbago, Sciatica, Backache, Swollen Joints, Constant Headaches and all disorders arising from the kidneys, bladder and urinary system. This active agent, separated from the alcohol, was then combined with other diuretics and given the name of Gin Pills, for which a demand has grown greater than for any other medicine in Canada. Gin Pills have a wonderful record of success and anyone applying to the manufacturers can obtain copies of many of the testimonials received. Gin Pills are sold by all dealers everywhere on a strict guarantee of satisfaction or your money back. They are 50c. a box or 6 boxes for \$2.50. A free sample can be obtained by writing to the National Drug & Chemical Co. of Canada, Limited, Toronto, or to the U. S. address, Na-Dru-Co, Inc., 202 Main St., Buffalo, N. Y.

Lull in Battle Will Be Short

London, April 22 (via Reuters' Ottawa Agency).—The lull in the battle is not expected to last long, despite the inclemency of the weather, with wind and rain.

The Germans are licking their wounds after their recent thrashing and evidently do not mean to re-attack until they are ready to do so on a great scale. They are being openly and enormously reinforced, but the Allies have also strengthened their forces, and it is not likely that the next thrust will be any more effective in achieving a decision than that of a month ago when the German people were told to expect a speedy triumph.

The expectation on this side, indeed, is that the battle may last well through the summer. For one thing, it will henceforth be impossible for the enemy to benefit by a strategic surprise similar to that of March 21, when they attacked on

front of fifty miles. All the enemy's onslaughts hitherto have failed to attain their object, owing to the impossibility of using reserves, and resulted in the bottling up of a million and a half of men in the triangle of Hazebrouck, Amiens and Noyon. These troops, originally supplied with a week's rations, are practically starving in a devastated region which is difficult to revictual, as the ground is marshy and pitted with shell holes constantly under fire.

There is a great concentration of shell fire at Mount Kemmel, which is already stripped of trees. This is probably the scene of the next big attack.

London, April 22—(Via Reuters' Ottawa Agency).—Telegraphing from British Headquarters in France, Reuters' correspondent says: "Captured maps prove that when the enemy broke off his attack south of Arras to develop his unexpected success at Amiens, he calculated on breaking through, but he has been held now for almost a week. He will probably try assaulting chosen positions with masses of men and guns. The evidence is that the chain of hill locks running from Mount Kemmel will be successively attacked. The enemy may revert to his original plan of separating the Anglo-French armies, but it is no longer possible for him to rush to the Channel ports. Prisoners admit the task set them when the offensive was launched has been much more bitter than they imagined."

"The fighting of the past week has indeed been glorious. The valor tenacity of the indomitable British troops has been unsurpassed and only numerical superiority yielded the enemy the slightest success. The thin khaki line of a week ago, which is now variegated with blue French uniforms and will oppose the enemy, will much less likely yield to any sudden stupendous thrust."

London, April 22—Captain Baron von Richtofen, the famous German aviator, has been killed.

Amsterdam, April 22.—The streams of wounded Germans from France and Flanders, says the frontier correspondent of the Telegraaf, continue so great that all the hospitals and schools, not only in Brussels, but in many towns south of the Belgian capital, are filled to overflowing. The Germans have even requisitioned private houses for hospitals.

Forty ambulance trains entered the North station at Brussels daily last week. Many of them were made up of cattle cars in which there were litters of straw for the wounded men.

Canadians Beat Off Enemy Raids

CANADIAN ARMY HEADQUARTERS, April 21.—[By W. A. Willison, special correspondent of the Canadian Press.]—Two attempted enemy raids have been beaten off with numerous casualties. One party of thirty, which attempted to approach our lines under cover of a heavy trench mortar barrage, was completely broken up by our rifle and artillery fire. The second raid, which began against one of our posts, developed into a miniature battle. The initial attack of ten of the enemy

against our post was beaten off, but the raiders, reinforced by double their strength, returned to the attack. As soon as this, under the circumstances formidable, force came within bombing distance the garrison of our post retired to positions in shell holes. With such protection they maintained such a steady and accurate rifle fire against their opponents that the enemy were driven back without having gained the slightest foothold on our line. After the failure of the raid a heavy artillery fire was opened up against the post and vicinity, but we suffered only one severe casualty, whereas the enemy was seen taking six of his men back on stretchers.

WITH THE AMERICAN ARMY IN FRANCE April 21.

(By the Associated Press).—Two low flying German airplanes were brought down Saturday by American machine gunners during the German attack in and about Soche prey, northwest of Toul. The machine gunners who bagged the Germans had been ordered to retire, but they remained in their position and fought effectively against the enemy aviator.

BRITISH HEADQUARTERS, April 22. [Reuters' Ottawa Agency].—The enemy has been eating fallen horses along the Bapaume road, and have expressed much dissatisfaction on reports that the British troops were starving, which were untrue, which fact was borne out by the correspondent's knowledge of well stocked canteens during the recent advance.

Washington, April 22.—The casualty list to-day contained 71 names, divided as follows: Killed in action, 10; died of wounds, 5; died of accident, 1; died of disease, 4; other causes, 2; wounded, 49.

Paris, April 22.—An idea of the gigantic struggle on the Western front can be gained when it is said that the Germans in three hours fired 1,500,000 shells. They could not have done this without the help of captured British and Russian guns and shells. In the whole war of 1870 only 1,600,000 shells were fired from either side.

Brilliant Coup Of Naval Forces

London, April 24.—Not only was the mouth of the canal at Zeebrugge blocked, but British sailors and marines who participated in the raid on the German submarine bases believe that they destroyed every gun on the mole, demolished the sheds throughout its entire length and blew up large stores of munitions contained in the sheds, according to stories given by the survivors to the correspondent of the Daily Chronicle at a Kentish port.

Until they were within a half mile of the harbor of Zeebrugge, no ships in the attacking force had picked up the light on the mole. The attacking ships, which started for the mole followed by muttered calls of "good luck" from the ships outside the harbor, had scarcely got within sight of the light when it was discovered by the Germans. Star shells instantly pierced the thick haze, showing up the cruiser as clearly as though it had been

daylight. In one second it seemed as if every battery in the neighborhood had concentrated its fire on the cruiser. How she was able to get ahead none of those watching her understood. Great seventeen inch shells and others of similar calibre flew around her like hail. She was apparently hit by some of the smaller ones, but she plugged ahead and was seen to turn the corner of the mole and gain the inside of the harbor. The German fire apparently was deflected from her vital parts by the intervening structure of the mole, and most of the damage done was above the water line.

Disregarding all that had happened the cruiser went up to the mole and landed a large party of blue-jackets and marines.

Some of the Germans bolted in mass from the nearest batteries, leaving their guns to the British. The guns were destroyed one by one, while others in the landing party dealt with the sheds and ammunition stores with flame throwers.

Apparently under cover of this operation, continues the account sent by the Daily Chronicle's correspondent, the concrete added cruisers, with which it was intended to block the canal, made their way through the harbor, accompanied, as far as can be ascertained by only one submarine. As they approached the entrance, they anchored, swung around on the cables, and, according to the testimony of one of the observers, were sunk within twenty three minutes.

One of the destroyers or submarines exploded a charge at the gates of the lock to the Bruges Canal and they are believed to have been destroyed. Meanwhile four destroyers entered the harbor and cruised around, making observations, but were unable to take part in the battle.

When the attacking ship and its landing party had completed their work, the sailors and machines were taken aboard again, despite the damaged condition of the cruiser, which then began to make its way out of the harbor.

One of the seventeen-inch shells out of the hundreds of various calibres fired at the cruiser got well home in her upper works. Her steering gear was injured, and she signalled an escort ship to show her the way out, but before help arrived she had found her way out and taken her place under her own steam behind the lines of protecting cruisers.

One man who watched the operation from an escorting ship said to the Daily Chronicle's correspondent:

"When we saw the damage she had suffered, it seemed scarcely possible that she was able to keep afloat. The men below must have worked like trijans, for she was throwing flames ten feet high from her funnels, and she made the fastest time she probably ever accomplished."

The narrator described the combined noise of the German gun fire and the explosions on the mole as a "men fold hell." He added:

"We were only four or five hundred yards away from the point of the mole but were afraid to fire a shot lest we reveal our exact whereabouts to the enemy. Apparently he nearly judged it for the three-

any number of shells around us. At a moderate estimate between three thousand and four thousand shells were fired at the attacking squadron."

The German destroyer which was sunk was rammed amidships and torpedoed. Those who returned to the Kanish port also say that boarders rushed on the German destroyers anchored in the harbor, taking them completely by surprise. Some of the Germans hurried up the hatchways in their night clothes, but before they could reach the decks, the British sailors knocked them on the head with clubs and rifles and sent them tumbling down the hatchways.

London, April 24.—The return of a damaged British cruiser with its decks torn open is described in despatches from Dover. Few of the crew escaped injury of some kind, while many bodies were brought back and placed reverently in a temporary mortuary.

The survivors were greeted with hearty cheers from excited crowds who had awaited news of the fight eagerly since they were awakened Monday midnight by the sound of heavy gun fire. While the action was in progress the tremendous explosions were violent enough to shake buildings in Dover.

King George has telegraphed his congratulations to Vice Admiral Keyes.

London, April 24.—In the British attack on the Belgian coast, according to reports from the Zealand frontier transmitted by the Rotterdam correspondent of the Daily Telegraph, several German batteries at Ostend and Zeebrugge were silenced by the bombardment from the sea. There was also much serial fighting. The attack began at midnight, the report says, and until two o'clock in the morning the German batteries fired continuously.

Archibald Hurd, the well known writer on naval subjects, reviewing the naval raid on Zeebrugge in the Daily Telegraph says: "The sea was smooth and the wind favorable, but unfortunately the wind changed after the operation was begun, with the result that the ingeniously devised smoke screen was less effective than was hoped, and the British casualties were consequently increased. Although the desperate fighting on the breakwater resulted in severe casualties, the losses in the desperate exploit of sinking the ships in the entrance of the canal were very light owing to the skill with which the relief ships were worked."

Two destroyers got inside the mole at Zeebrugge and blew up the dock gate, the correspondent at Dover of the Daily Mail reports. The feat, he says, seems incredible, but there appears to be no doubt about it. Some of the men who took part in it say they saw the waters of the Bruges Canal running out of the gate after it was destroyed and the vessels in the dock straining at their hawsers.

London, April 24.—Admiral Lord Beresford in an interview on the raid on German submarine bases, while eulogizing the Zeebrugge achievement as a splendid thing, and quite worth attempting, warns against disappointment if the results do not reach the most sanguine expectations.

He says that the blockading of a harbor is a most difficult undertaking, and it never can be certain that the obstacles have been placed just right. Moreover, Lord Beresford says, there is always the possibility of dredging a channel around the obstacles or finding a passage between them.

London, April 24.—Articles by naval writers and editorials in the morning newspapers eulogized with natural pride the volunteers who carried out the raid against Zeebrugge and Ostend, and discuss the probable importance of the enterprise. Lieutenant Hobson's feat at Santiago and Admiral Togo's exploit at Port Arthur are recalled as notable precedents, but the landing on the beach at Gallipoli is regarded by some writers as the only real parallel.

Curiosity is expressed as to the fate of the crews of the two old submarines which were assigned to blow up the pillbox at the approach to the mole at Zeebrugge. Their devotion to duty appeals to the imagination of the writers, for it is assumed that they voluntarily accepted almost certain death, and that only by something akin to a miracle could those who remained abroad to explode the charges have survived.

Stories of survivors who have arrived at Dover flushed with belief in the full success of the expedition are not corroborated in every detail by the official accounts.

The reported destruction of the lock gates, and the consequent draining of the Bruges Canal lack confirmation. If substantiated this presumably would be the greatest achievement of the raiding

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