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## ONLY PLACE TO FIGHT THE FLU

Lawrence, Kas., Dec. 4—"Stay at home if you feel badly."

That is the simplest, easiest and one of the most effective ways of preventing a recurrence of the flu, according to Dr. S. J. Crumbine, dean of the school of medicine of the University of Kansas.

"If you have a cold or feel slightly ill stay away from people," said Dr. Crumbine. "Go to bed and call a doctor. It is a duty you owe your neighbors and your community. You may have the flu and you may not. If you have it your chances of a quick recovery are much better if you do not try to fight it by 'wearing it out.' Most of the fatalities from flu are among persons who have not gone to bed when they first felt badly, but 'kept going.' The only place to fight the flu is in bed. Then you won't spread the epidemic again."

The university's experience in its epidemic in October proved Dr. Crumbine's assertion. After the first outbreak all the men students were quarantined.

No young man can write a sensible letter to the girl he loves.

## A Spectacle Which Has No Parallels in History

The British Navy was the Main Instrument in Bringing About the Surrender of the German Fleet—The Downfall of Germany's Great Ambition—Some Fatal Blunders of Admiral Von Tirpitz—British Blockade of Germany was Most Effective.

(Manchester Guardian)

Yesterday the first of the German submarines surrendered at Harwich to the British fleet, and the heavy ships will follow in the north today. The history of the seas can scarcely have recorded a spectacle so dramatic or one so moving to the British people whose fleet has been the main instrument in bringing it about. Until yesterday the war had brought few spectacular triumphs to the British navy. The most complete of them, the victory of the Falkland Isles, was an action, fought in distant seas, very important in its consequences and brilliant as a success achieved through the extraordinary swiftness and decision of the action taken by Lord Fisher then First Sea Lord, but relatively a small affair. None of the actions fought in home waters was as complete and satisfying as our national pride would have wished. At the Battle of the Dogger Bank the Blücher paid the penalty of slowness and was sunk, but the rest of the squadron escaped. The battle of Jutland was the one grand fleet action of the war. It confirmed our control of the surface of the seas, but the escape of the main German fleet prevented us from carrying our war against the U-boats right into the German naval bases, as we should have done had it been destroyed. But if the fruits of our naval supremacy were not spectacular they were real and sure, only they accumulated so gradually that they passed almost unobserved. The fleet was the instrument by which we carried out the blockade of the Central Powers, and it was only very slowly that the blockade made itself felt. That was not the fault of the fleet, which was bound by its instructions, but of the Foreign Office

and the Admiralty, which had never in times of peace organized their plans for dealing with the questions that were certain to arise in the next great war. The fleet also put at the disposal of the Allies the resources of almost the whole world, and it was not until late in the war that it began to be clear how great was the advantage which access to the seas gave into the hands of the Allies. By these two means—the blockade of Germany and the opening of the world to the Allies—the fleet made possible the land victories which have brought the war to a victorious end. Its reward, long deferred, has come suddenly and completely. No victory in action could be half so impressive as this silent surrender to the British navy of the greater part of the German fleet.

For Germany it is the downfall of a great ambition, but history will say that on sea not less than on land she contributed most to her own failure. When a weaker Power is matched against a stronger, it must depend for its chances of success on fertility of idea and invention which shall serve to balance the disparity of force. That was the position of Germany when she set out to rival British naval power, and Admiral Von Tirpitz, who had supreme command of German naval policy, should have remembered how Rome, a great

land Power, once vanquished the Carthaginians by an ingenious device which deprived them of all the advantages of their seafaring skill. But in the days before the war, when Lord Fisher and Lord Jellicoe were together elaborating the Dreadnought and the big gun, the Germans were content merely to imitate the British Admiralty, so that, when war broke out, they were hopelessly inferior in heavy ships and had to keep their harbors. That was the first blunder. Their second was even worse, for, not having foreseen the power of the submarine before the war—and few in England saw it either—they failed even to recognize its significance after its early victories, and Admiral Von Tirpitz went on steadily building heavy ships at a time when concentration on submarines would have put this country in most deadly peril. The third blunder was, in the long run, fatal to Germany. At the beginning of the war we were groping in the obscurities of international law, hampered by the Declaration of London, which though never ratified, we were then endeavoring to carry out, and desperately afraid of complications with the neutrals. The German Admiralty solved a good part of our troubles by violating international law, strewing mines broadcast on the seas, and beginning the commercial war by submarine. It thus gave us the ground on which to declare a general blockade of Germany, unhampered, as Mr. Asquith said, by any of the "juridical niceties" which had before impeded us. These three blunders are the chief gifts of Admiral Von Tirpitz to Germany, and between them they sum up Germany's own contribution to her defeat by the British fleet.

The degree of insight displayed by Admiral Von Tirpitz and his fellows may be judged by the statement of

## STATE OF THINGS IN GERMANY MERELY ONE OF TIME'S REVENGES

(New York World.)

Most of the world will be satisfied with a state of things in which the former Kaiser, having made his bed, shall be compelled to lie in it. This, however, is a figure of speech. As a literal fact, we learn that Liebknecht, the Socialist, has slept two nights upon Wilhelm's actual couch in the palace at Berlin and that the servants are in a condition of mind about it.

Hard words of hirelings do not make, however, for sleeplessness in a man with other things to think of. Mentally picturing the doctor in the nocturnal environment of imperialism, we understand how he must have felt himself better off than when of late even in the most tranquil of German jails.

Herr Liebknecht stretched his length, we take it, in an immeasurable depth and softness of goose-down feather bed. He drew over him a bright red silk quilt, also full of goose-down, just long enough either to cover his lower extremities and fall short of his upper chest, or to keep his shoulders warm and leave his feet colder than those of the Teuton armies quitting Flanders. On the wall over his bed the doctor would doubtless see, who nawake, an excellent copy of Bocklin's "Toteninsel." Upon the table would lie a postcard imperially autographed, containing the words "Gruss von Schonbrunn." Perhaps there would be photographs of Tirpitz, Hindenburg and the Crown Prince, the last with an "Auf Wiedersehen" (I'll meet in Paris). Surrounded by these gentle comforts of der Kaiser-saal, what to the good doctor were the mutterings of Hausfrau, Waschfrau, Kellner, Knecht or Dienstmädchen? We warrant he slept as soundly as old Barbarossa of the cave.

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Captain Persius, the German naval writer, that when at last the value of the submarine was recognized late in 1916, no less than twenty-three heavy ships had to be dismantled in order to provide material for fresh submarines. These were the ships of the famous Tirpitz program in the days before the war. But while these matters are mainly of concern to Germany, there are other statements by Captain Persius which have a very serious meaning for ourselves. He confirms the impression that from the autumn of last year the total number of German submarines began to fall, but what is important is not so much the gross totals as the number of submarines

actually operating at sea. Captain Persius says that in January, 1917 (just before the opening of the indiscriminate campaign), only 12 per cent of the submarines were on active duty, 30 per cent, were in harbor, 38 per cent were under repairs, and 20 per cent were incapacitated. The total number of submarines, he adds, was at this time about 130, and it would therefore appear, if his information is sound, that the Germans had not more than some fifteen boats at sea at the time when their campaign was reaching its most dangerous height. Our losses by submarine were at their worst in April and May of 1917, but they were caused by no more than fifteen sub-

marines, then our position was a great deal more perilous even than anyone supposed at the time. But this is a matter which affects our future also. Our naval policy, like our army policy must depend in a large measure on the character of the general settlement which is shortly to be made, and in particular on the solution of the questions of a League of Nations and of disarmament. But the settlement is still to come, and even when it has come we shall remain an island nation and a people dependent on the sea. The submarine also will remain, and it is still true today, at the end of the war, that no effectual answer to it has been found. At the

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