

LANDING AT MOLE PROVES DISASTER

Admiral Bacon, in Book, Reveals Thrilling Tale of 'Dover Patrol'

London, Dec. 19.—If you suddenly learned that at most vulnerable point, in some of the most critical moments of the late war, Great Britain was being guarded by two men and a boy, armed with two popguns, one of which was away for repairs, you would experience something of the thrill given by Admiral Bacon's book, "The Dover Patrol, 1915-17," writes a London reviewer.

For the one fact that stands out most clearly in these fascinating volumes is that for the very gate of England, from which we had to send every man and every cartridge, and every mouthful of food for the fighting line in France, the admiralty could only spare a few odds and ends of obsolete vessels, because for a chance that never came, we hid away at Scapa all our boasted naval strength. And yet the Dover Patrol was the one unit of the fleet that was always in touch with the enemy.

Admiral Bacon is a sailor, and ready to carry on cheerfully and bravely with two men and a boy, if my lords of the admiralty could spare him nothing more. But his facts are startling. How splendidly he was served by his men he is eager to tell:

"The men were mostly plain fishermen, the vessels ordinary and the craft the little fishing boats with a few rounds of ammunition—who used to accompany us on our bombardments and be shelled with shells and shrapnel. I had crews of hardy fellows who were seamen in the truest sense. Often they stood unarmed as outposts in the Straits of Dover, with neither gun to fight nor speed to avoid the German destroyers."

"The trawlers, with their brother fisher-folk, swept the mines at the rate of 250 miles a day, and during the first three years of the war swept a total distance equivalent to twelve times round the earth! These men saw their comrades blown up, and yet went on steadily and unfalteringly with their duties."

Eccentric Monitors
Of regular navy boats—except for monitors, of whose navigating eccentricities Admiral Bacon tells some amusing stories—there were few:

"The interesting feature is the phenomenally small force of destroyers with the four-inch guns in the patrol. For two years four was the greatest number available and once we were reduced to a single four-inch gun destroyer to hold the straits, with a dozen or more German boats barely sixty miles away, each superior in armament to our single boat."

Little wonder that, with all their cheery confidence, the men of the Dover Patrol, up against the war as no other part of the navy was, sometimes coveted, at least, one of the countless boats hoarded and cherished in other harbors far away from the work.

But Admiral Bacon made the best of things—and what a jolly good best it was we can realize now, when we know how much he did for our national safety with such inadequate arms—and the cheery spirit in which he writes is well illustrated by his description of the monitors that were entrusted to him. The Marshal Ney was a special pet:

"For engines not infrequently exploded when asked to start, her engine room was scarred as if by shrapnel from the fragments of burst cylinder heads, and the escapes of the engine room staff were miraculous. . . . When they did not burst they usually would not start, and when once started no one liked to stop them for fear of not being able to start them again."

It was when a new captain had her in a gale in midchannel, and she was doing everything but steer, that the admiral wirelessed him to cheer him up. "The Marshal Ney usually navigates the waters of the patrol sideways."

Unable with the forces at his disposal to fight the enemy, as his sailor's heart urged him to do, Admiral Bacon was reduced to bluffing them, and he has some amusing stories to tell of this:

"To give the enemy a fright and to give a wakeful night to several thousand men, I sent Commander Evans with two small torpedo boats off Ostend to fire two bouquets of 100 rockets each to give the mili-

tary command something to think about."

How plans were made for the landing of the First division on the Belgian coast in 1917, with tanks and guns, forms one of Admiral Bacon's most interesting chapters. Huge pontoons, which were in reality 2,500 ton ships, were constructed, and the scheme contemplated the landing of 16,000 men in twenty minutes. A replica of the Middelkerke sea wall that would have to be tackled was set up in France, and tanks were taught to climb it.

Plans For a Landing
Admiral Bacon gives a vivid account of the landing as it was to have been, but our troubles on the Paschendale Ridge made the proposed combined attack impossible, and the scheme was never brought off.

After assuming that plans for running the huge pontoons (laden with troops, guns and tanks) end on to the shore had been safely accomplished, and that the monitors were keeping the German shore batteries amused, he continues:

"One yell, and the first 400 troops burst ashore. The tanks began to move, and almost at once reached the wall. Then a tense excitement; the tanks gripped, up the tanks climbed. . . . A flood of troops swarmed over the wall, and the action began. As soon as the troops were clear, carts, gun lumber and sledges began to move off the pontoons. . . . Such is the description of what it was hoped would happen, but, alas, it never came off."

Of the plans for the famous attack on Zeebrugge and Ostend Admiral Bacon has much to say, since these were all worked out while he held the Dover command, though the actual operations were carried out by his successors. On these affairs his comment is:

"It is impossible to have a better example of how want of experience muddled a scheme. . . . Instead of this operation, the last naval operation of the war, being a model, a classical model, the Mole landing was a disaster and Ostend, after our having patrolled close to it for nearly a year and a half, was not found seaworthy until it was too late to be really necessary."

To Probe Methods of Shipping Animals in Zero Weather
Philadelphia, Dec. 19.—The Society for the Prevention of Cruelty to Animals will make an investigation of the method of shipping animals in zero weather.

The action was taken after 15 horses, shipped from Delaware to Philadelphia in open-lattice stock cars, were frozen to death yesterday on their way here.

They were consigned to a fertilizing plant at Greenwich Point, and were diverted to the Pennsylvania Railroad freight yards at Thirtieth and Race streets by mistake.

Huddled together in an effort to shield themselves from the biting cold, the horses, which were on their way to slaughter, perished slowly as the train raced north.

Convict Ends Life by Hanging in Cell
Philadelphia, Dec. 18.—William Stehlik, 27 years old, hanged himself in a cell in the Eastern Penitentiary Wednesday night, where he was serving a term of from two to three years for highway robbery and assault.

His body was found hanging from a rope he had made by tying to-

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Paraphernalia Used by Moonshiners in Making "Gasoline Whisky"



Many a downtrodden drinking man has muttered after gulping down what is now surreptitiously sold as whisky: "That stuff must have been made out of gasoline." As a matter of fact, some of the more enterprising moonshiners have been using the stuff that makes autos and airplanes go in producing a brand of "hooch" that puts a kick into a human's every cylinder. This was discovered recently by Federal agents who made a raid on New York moonshiners. This photograph shows the agents examining paraphernalia seized in the raid.

ANNOUNCE DAUGHTER'S BIRTH
New Cumberland, Pa., Dec. 19.—Mr. and Mrs. Rufus Sherman, of Fifth street, announce the birth of a daughter on Thursday, December 18. Mrs. Sherman was Miss Ida Bates, of New Market, prior to her marriage.

MOTHER KILLED 'BUDDY' BLAKE

Jury at Coroner's Inquest Believes Woman's Mind Was Deranged

Atlantic City, N. J., Dec. 19.—Five-year old James (Buddy) Blake, whose body was washed ashore at Ventnor last Sunday, came to his death at the hands of his mother while she was laboring under a state of mental aberration, according to the verdict of the jury at the coroner's inquest last night into the boy's death.

Coroner Stoddard announced that he would hold Mrs. Blake to await the action of the grand jury.

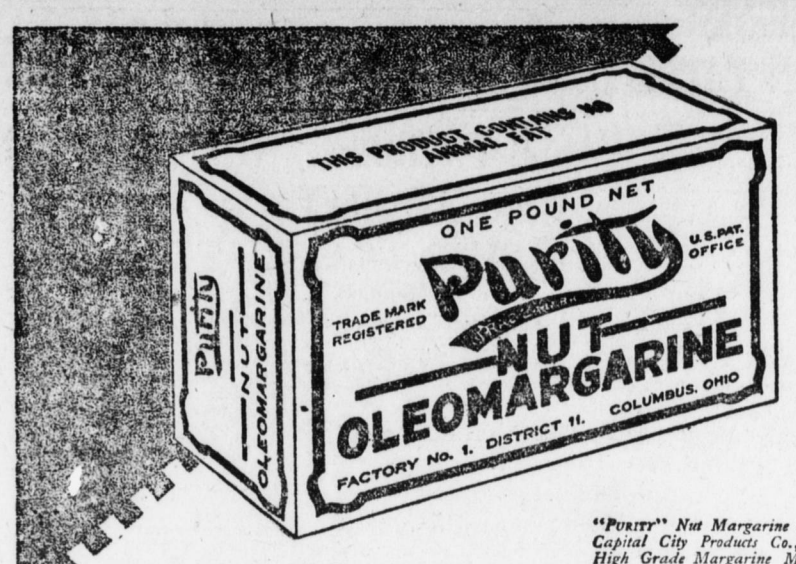
More than 15 witnesses were heard by the jury, many of them testifying as to the mental condition of Mrs. Esther Miller Blake, the boy's mother, who is charged with his murder. Mrs. Blake, who is under police guard at the City Hospital, was unable to appear at the inquest. Several physicians, including Dr. L. R. Souder, county physician, testified that Mrs. Blake was mentally irresponsible.

James M. Blake, Buddy's father, testified he had been separated from his wife about five years and that prior to the separation he was forced to send her to a sanitarium for the insane near Baltimore.

"She improved and came here after a lapse of six months," Blake said. "In 1914 I transferred by business to Philadelphia and not long afterward she became a patient in a hospital there. Later we came to Atlantic City and decided to live apart. It was impossible for us to live together owing to her unmanageable condition. When the boy was born she refused to return home, but finally did come against her wishes. She threatened my life on several occasions and I saw there was nothing to do but to separate finally." Blake said his wife made numerous attempts to affect a reconciliation.

Doctors Clarence Carrabrant and J. T. Beckwith, alienists appointed by the court, testified that Mrs. Blake was nervous and excitable.

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