

CASUALTIES AMONG N. B. SOLDIERS

(Continued from page 1)

F. G. Jollimore, Richmond, N. S.
W. S. Dunn, Princeton, N. S.
Lieut. H. H. Davis, Springhill, N. S.
Killed in action:
Lieut. G. Verza, Fredericton, N. B.
Lieut. C. B. Hamm, Hillsboro, P. E. I.
Lieut. H. S. Murray, Westmorland, N. B.

Mounted Rifles.
Wounded:
G. Forest, Newfoundland.
Killed in action:
W. Greary, St. John, N. B.
P. Keith, Moncton, N. B.

Shell concussion:
Acting Lance Corporal W. C. Tremblay, Upper Cape, N. B.
Engineers.

Wounded:
Lieut. R. R. Murray, Springhill, N. S.
Infantry.

Wounded:
Corporal L. Dewar, Carleton Place, N. B.

B. Thibault, Milltown, N. B.
J. M. McDevall, Dundas, P. E. I.
J. W. Cleveland, Lunenburg, N. S.
W. Huntley, Truro, N. S.
C. Harvey, Sackville, N. B.
C. Sanborn, Mt. Pleasant, N. B.
Wm. D. White, Chatham, N. B.
B. E. Day, Ben ton, N. E.
H. M. McCloskey, Berazeton, N. B.

A. Molson, Amherst, N. S.
Lieut. Sergt. C. R. Whittaker, St. John, N. B.
Lance Corporal Wm. Lancelotti, Chapel City, N. S.
A. B. McLennan, Wood Island, P. E. I.
J. H. Hawkins, Fredericton, N. B.
Lance Corporal O. S. Cooke, New Glasgow, N. S.
W. B. McClaggan, Blackville, N. B.
W. M. Collins, St. John, N. B.
R. L. Slama, Halifax.
Wm. J. Finlay, East St. John, N. B.
Sergt. E. Doherty, Moncton, N. B.
Wm. H. Gess, Sackville, N. B.
G. C. Lowery, Sackville, N. B.
H. H. Langille, Pictou, N. S.
J. McGregor, Miramichi, N. S.
Wm. A. Harding, Sydney, N. S.
Lance Corporal C. J. Jones, Antigonish, N. S.
H. Graham, Centreville, N. S.
Wm. P. Lawton, St. John, N. B.
S. W. Price, Oliver, N. S.
Artillery.

HON. ELIHU ROOT MAY GO TO PETROGRAD.

Washington, April 24.—Hon. Elihu Root will head the American commission to Russia, if he will consent to undertake the duty.

KING CHRISTIAN GOES TO SWEDISH CAPITAL.

London, April 24.—Reuter's Stockholm correspondent says King Christian of Denmark has arrived in Stockholm on a visit to King Gustave.

Chemical Called Out.
The North End chemical was called out at an early hour this morning to extinguish a slight fire which broke out in Taylor & White's cooper shop. No damage was done.

MARITIME POWER AS VIEWED BY A. J. BALFOUR

Draws a Lesson for United States and England—Believes that their Sea Power Should be Organized in the Interests of an Ideal Common to Both

The announcement that the Right Hon. Arthur J. Balfour, Minister of Foreign Affairs in the British Cabinet, is to head a mission to this country within the next two weeks lends additional interest to certain statements made by Mr. Balfour concerning the meaning to Great Britain and America of the German phrase, "the freedom of the seas." They are contained in a chapter written by him, and included in the symposium of Allied opinions, which has been published by Doubleday Page & Co., under the title "The War of Democracy."

Mr. Balfour's contention is that the kind of "freedom of the seas" desired by Germany is not freedom so much as it is a restriction of Anglo-Saxon naval power, for the reason that it overmatches German power. In the light of current events, it is somewhat amusing to find him writing many months ago of the joint interests of the United States and his own country, remarking that, "I am well aware that in even hinting at the possibility of cooperation between these two countries, I am treading on delicate ground."

"The phrase 'freedom of the seas' is naturally attractive to British and American ears," says Mr. Balfour, "for the extension of freedom into all departments of life and over the whole world has been one of the chief aspirations of the English-speaking people, and efforts toward that end have formed no small part of their contribution to civilization. But 'freedom' is a word of many meanings, and we shall do well to consider in what meaning the Germans use it when they ask for it, not (it may be safely said) because they love freedom, but because they hate Britain."

What Maritime Freedom Means
"About the 'freedom of the seas,' in one sense, we are all agreed. England and Holland fought for it in the days gone by. To their success, the United States may be said to owe its very existence.

"For if, three hundred years ago, the maritime claims of Spain and Portugal had been admitted, whatever else North America might have been, it would not have been English-speaking. It neither would have employed the language nor obeyed the laws, nor enjoyed the institutions which, in the last analysis, are of British origin.

"But the 'freedom of the seas' desired by the modern German is a very different thing from the freedom for which our forefathers fought in days of old. How, indeed, can it be otherwise? The most simple-minded must feel suspicious when they find that these missionaries of maritime freedom are the very same persons who preach and who practice upon the land the extreme doctrines of military absolutism.

"Could anybody suggest after our experience in this war, after reading German histories and German theories of politics, that Germany would be prevented from taking such a step as to cast to the winds the freedom of the seas by the mere fact that it was a breach of international treaties to which she was a party—she would never hesitate, and the only result of the cessation of the seas would be that the maritime powers would seize the weapon for their own purposes and turn it against those who had too hastily abandoned it.

"But surely, even now, it is fairly clear that if substantial progress is to be made toward securing the peace of the world and a free development of its constituent nations, the United States of America and the British Empire should explicitly recognize, what all instinctively know, that on these great subjects they share a common ideal.

"I am well aware that in even hinting at the possibility of cooperation between these two countries I am treading on delicate ground. The fact that American independence was wrested by force from Great Britain colors the whole view which some Americans take of the 'natural' relations between the two communities. Others are impatient of anything which they regard as a sentimental appeal to community of race, holding that in respect of important sections of the American people this community of race does not, in fact, exist. Others again think that an argument based on a similarity of laws and institutions belittles the greatness of America's contribution to the political development of the modern world.

"To me it seems that the lesson to be drawn from history by those who love peace, freedom, and security is not that Britain and Americans should be deprived or should deprive themselves of the maritime powers they now possess, but that, if possible, these powers should be organized in the interests of an ideal common to the two states—an ideal upon whose progressive realization the happiness and peace of the world must largely depend."—N. Y. Post.

GOVERNMENT WANTS MANY EXPERT SHIPWRIGHTS

New York, April 24.—One of the Government's problems in connection with the Federal Shipping Board's proposal to build a great fleet of wood-carriers is to get the labor supply, and a call has been sent out to labor leaders to enroll a small army of experienced shipwrights for work in the shipyards of the country. It was ascertained today that about 3,500 ship carpenters are employed in yards around the Port of New York, and that the Coast Guard, which has rooms in the Barge Office at the Battery, is registering all of the carpenters that it can find, and referring them either to the Government or to private shipbuilding companies. This work is in charge of Inspector P. A. Donahue who is co-operating with the Municipal Employment Bureau and the State employment offices.

The great difficulty will be not to obtain materials or yards, although every shipyard is working at top capacity, but to get the highly trained men necessary for the actual work of ship construction. At many points near the city where smaller craft are being built, the yards could soon be set ready for the 3,000-ton cargo vessels which the Government proposes to build. Thus, it was learned that in one yard at City Island, five 110-foot submarine-chasers are now under construction, and that the yard could probably be equipped in a short time for the construction of larger craft.

Enrolling Men Rapidly

The Department of Labor is enrolling ship carpenters here as rapidly as they can be found, and similar measures are being taken throughout the United States, especially along the Atlantic Coast.

John Rice, secretary and treasurer of the District Council of the United Brotherhood of Carpenters and Joiners with which the ship carpenters are affiliated, said that he estimated the skilled shipwrights available near New York at about 4,000.

"The drawing capacity of our membership among the house carpenters is between 40,000 and 50,000," said Mr. Rice, "and the house carpenters could work under the direction of experienced shipwrights on ship construction. But if necessity arose and we were forced to draw on our membership among the house carpenters, it would

Can you Afford to Smoke?

Why of course—what does the cost of two or three cigars a day amount to?

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On Trial in Your Home

You have only to ask and we will place in your home a Talking Machine of latest model, with twelve selections, on Absolutely Free Trial. If you are not satisfied with it, we will cheerfully take it back, and

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THE BATTLE OF THE CENTURIES

FROM beginning of time, armies of women have waged that unequal and always losing struggle against the Demons of Dust and Dirt. With sublime courage in the face of continual defeat, they renewed the conflict every morning to go through their daily ritual of home cleaning.

Armed with the crudest weapons, but spurred on by love of home, with undying patience, they have never wavered before the attack.

Sweep and dust. Dust and sweep. It satisfied her conscience. She had done her best. But every woman knew in her heart that her house was not really clean, never had been clean, never, in fact, could be clean. She had with all her efforts merely moved the dust around—stirred it up. She had not, could not get rid of it. While she was chasing it out of one corner, it gathered in another. It was still in the house, lurking under the furniture, on the walls and ceilings, behind the piano. To remove it was humanly impossible. From the day it was built until the day the first vacuum cleaner went into it, no home has ever been perfectly clean.

This is no discredit to the woman. She has done all that anyone could do under the circumstances. Unsided, single-handed, she has fought an enemy too great for her physical strength, too cunning for her generalship.

But now the age-long fight is over. The twin giants ELECTRICITY and AIR have done what woman's frail strength could never do. Imagine, if you can, the fierce joy that fills a woman's soul when for the first time she takes an Electric-Sweeper-Vac in her own hands and sees hereditary foes, Dust and Dirt, licked up into that hungry nozzle without the slightest effort on her part. Can anyone blame her? What a delight it must be to know that rug shaking is gone, never to return; that the broom is out of fashion; that house cleaning week is a thing of the past. How she must glory in the thought that the daily drill with the dust-cloth is but a memory. In its place, have come hours of leisure. Instead of a life spent in one continual round of dust pan, scrub brush, soap and mop, there are hours for her sewing or fancy work; hours for her book or magazines; hours for her club or church; hours for her children; hours she never could spare before for her own personal appearance.

Now she turns a button, and what was once gruelling, back-breaking labor is done for her by a tireless electrical servant.

As that voracious nozzle goes feeling over the floor and walls, under the beds, on top of the bookcase, in dark closets, over the mattresses, in and out of the radiators, over every surface within the four walls of your home, every speck of dust and dirt, lint, threads, soot and germs are relentlessly sucked into the Electric-suction Cleaner (never to be seen again.)

In order to regulate our supply and not disappoint our customers, it will be necessary for you to have your inquiry in this office not later than

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GERMANS BRITISH GA IN FIER OF

Repel Teutons Bapaume Ro Canal at On camp and Vi

London, April 24.—The gained on the wide front in south of the Bapaume-Cambrai. They reached the St. Quentin at one point. Farther north, lages of Boucamp and Villers were captured.

The positions gained on the front yesterday, says the official report today, were maintained. Further progress was made Monday and near Rouex.

More than 1,500 prisoners were in yesterday's operations and more are coming in.

Germans Desperate.

London, April 24.—Reuter's correspondent telegraphing from the headquarters in France today: "The fighting now proceeding fiercest in this war. The have thrown in large reserves have brought up a great number fresh guns.

"They probably realize that the recent movement of the British character and are resisting stoutly."

"The German army is only feated and broken by hard fighting. The British are standing firm. They certainly are doing it. accepting battle in the open. we have gained a good deal of lost nothing."

British Headquarters in April 24, via London.—(From

