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THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, DECEMBER 10, 1919

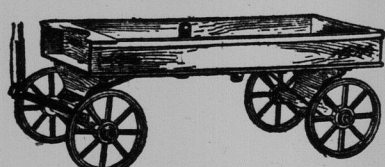
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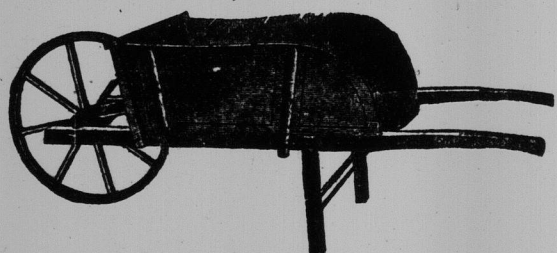
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ADMIRAL WHILE IN QUEEN CITY CHATTED FREELY

Talked With People But Refused to Make "Statement"

Was Well Received and Met Some Old Shipmates—Sketch of Jellicoe's Career Shows Much Activity—Popular With Men

(Toronto Telegram, Saturday.)
For nearly ten minutes this morning Admiral and Lady Jellicoe strolled leisurely up and down the platform at the Union station, while a small but admiring crowd watched the famous former commander of the Grand Fleet.

There is nothing impressive about the physique of Admiral Jellicoe, but he and Lady Jellicoe are the most friendly and unassuming folk imaginable. The admiral, who celebrated his sixtieth birthday yesterday, is small of build, with a keen tanned face. He wore the address naval uniform, with the white and gold epaulettes of an admiral. Her ladyship wore a sealskin coat, and black velvet hat.

The admiral is perfectly willing to chat with everybody, but he cannot be induced to make any "statements." In that respect he is the "silent service" personified.

Is Very Friendly.

"I have really nothing to say," said the admiral. "You know, the truth is I am not in a position to talk. I have to make my report to the government."

"You cannot speak of the Canadian naval policy?"

"I am afraid not."

"What about Australia?"

"I cannot talk about that, either."

"Could you say anything about the league of nations?"

"Good Lord, no!" exclaimed the admiral.

"Well, the freedom of the seas?"

"Good Lord, no! That's even worse," he said in mock alarm.

"I really cannot talk," he went on. "I have I don't know how many speeches to make in Toronto, and I don't know how I am going to get through with it."

"Could you let us have your speech in advance?"

"It is there," he said. "Or rather, it is in there," he said. "Or rather, it is in there," he said.

Lady Jellicoe, who remained in the car, could not be induced to talk. "My lips are sealed," she said with a smile.

The couple then crossed the tracks and strolled about the platform, rather to the consternation of the police, under Inspector Mackie, who kept an anxious eye on the shunting engines. Though the admiral could have chosen a more beautiful promenade, he seemed to enjoy his constitutional stroll, along and switching his walking stick. When he heard that a guard of honor was waiting for him he walked down to the main down stairs entrance.

At his approach a bugle sounded and the twenty-odd veterans, under the command of Lieut. G. Shelden, a Toronto boy with several decorations, sprang to attention.

The admiral showed no hurry. He chatted leisurely with every man. There was a smile in particular for a young boy, a naval cadet, who had lined up with the veterans.

Most of the men had decorations, one having served in the Egyptian campaign, when the admiral himself first saw active service in 1882.

Met a Shipmate.

When he came to Seaman James Cox he stopped for a long chat, finally shaking hands. It transpired that they had been "shipmates," and Cox had been one of the crew of the ill-fated Victoria, which was sunk during maneuvers in 1882, when Admiral Jellicoe was all but drowned.

Admiral Jellicoe followed the admiral, taking a keen interest in everything and chatting with the men, too. One wore the ribbon issued at Queen Victoria's funeral to the seamen who manned the gun carriage when the royal horses became so restless as to endanger the safety of the coffin.

Noticing his many ribbons and Mons Star, Lady Jellicoe asked W. H. Peckes concerning his service. He said he had been wounded in the Boer war, and twice while in France. "And have you met the admiral before?" asked her ladyship, and he assured her he had had the honor at Scapa Flow.

The admiral at the end of the line turned with a "Thank you. Good morning." Saluting, he passed through the waiting crowd to his automobile, which conveyed him to the residence of Geo. Beadmore.

An Eventful Career.

Though the name of Admiral Jellicoe was not familiar to the public before the great war, his record since he entered the navy in 1872 has been a creditable one and his life has had quite enough adventure to satisfy the most exacting.

Born in 1859, the son of a seaman, Capt. J. H. J. Jellicoe, the admiral entered the navy when in his teens and from the start showed considerable ability. Three times he has escaped death by a miracle. The first time was when he was serving as lieutenant on H. M. S. Monarch, in 1880. While returning from target practice off Gibraltar, a gale, they noticed the Ettrickdale, merchantman, stranded. A boat put off to her rescue, the first man to volunteer being Jellicoe. The boat sank and the crew were washed insensible to the shore. For their bravery each member received a medal from the board of trade.

In 1882 Jellicoe participated in the Egyptian campaign for which he wears the medal and star. His next appearance before the public eye was in 1890, when he was in command of the ill-fated Victoria, when she was rammed by the Camperdown during the maneuvers in the Mediterranean. At the time of the disaster Jellicoe was down with fever, but struggling to the bridge in his pyjamas he was preparing to signal when the ship went down. He lost all his belongings and was only rescued from the sea with difficulty. It was here he lost the medal presented to him by the board of trade, but was later informed that he could have another one "if he paid for it."

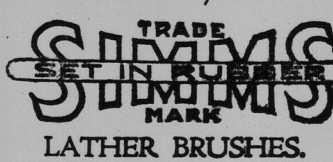
Shot Through Lung.

His third escape was during the Boer rebellion. He was acting as flag officer to Admiral Seymour and was with the leading party who attempted to relieve the legations at Pretoria. They were forced to retire and in an engagement with the enemy cavalry Jellicoe was shot through the lung. Though regarded as mortally wounded, his grit enabled him to stand

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the agony of a five days' journey to Tientsin. Since then he has acted as rear-admiral of the home fleet; has commanded the Atlantic fleet, and the second battle squadron.

Gunnery is his forte and when he was in command of the Drake he placed the ship's shooting the first in the fleet.

He has been decorated with the K. C. B., K. C. V. O., and other orders.

Admiral Jellicoe was one of the Admirals Fisher's "young men."

In his remarkable prophecy "Jacky" Fisher stated that a war with Germany would be fought in 1914, and that Captain Jellicoe would be admiral of the fleet.

On the Iron Duke.

When the war broke out the attention of the whole British nation was centered on Jellicoe and the Iron Duke, where, with the grand fleet, they patrolled the North Sea protecting England's shores from invasion. Admiral Jellicoe commanded the fleet until the battle of Jutland. He was then appointed first sea lord of the admiralty, and on his retirement was elevated to the peerage.

He is now touring the dominions to give them his opinion on their naval policy. His tour commenced with a visit to India last February.

Brother-in-Law an Admiral.

Admiral Jellicoe is the brother-in-law of Rear-Admiral Sir Charles Madden, both having married daughters of the late Sir Charles Guxey, the multi-millionaire shipping magnate, who owned the "Clan" line. Sir Charles when he died left a legacy to Lord Jellicoe as a token of his admiration, and it is this which has enabled the admiral to support the peerage conferred upon him.

In size Admiral Jellicoe is said to be the smallest man in the fleet apart from the middies. He is essentially practical and scientific, but possesses true British determination. He is most popular with his men.

"Della," said Mrs. Barrows, sternly, "I met that policeman today who sat in the kitchen with you last night. I took advantage of the opportunity to speak to him."

"O, go on, now," replied Della, with a smile. "Ye needn't think that'll make me wan bit jolous, mum. Oi have got him safe enough."

Britain Convicted 1,320 of Profiteering

Imposed Fines Totalling \$35,000—1,600 Tribunals Heard Evidence—Fail to Cut Prices

London—(Associated Press Correspondence)—Great Britain's stupendous effort to grapple with profiteering has been disclosed by the work of 1,600 tribunals which have prosecuted 7,850 offenders and secured 1,320 convictions, with fines aggregating \$35,000.

Besides setting up these local tribunals, to which complaints against dealers are submitted, appeal tribunals have been established in specified areas of England, Scotland, and Wales. In addition, central committees also have been formed to investigate supposed trusts or monopolies which may be manipulating wholesale prices. This has been done under the Profiteering act.

Apart from the prosecution of complaints, the Board of Trade, which is charged with the administration of the anti-profiteering law, is independently investigating prices, costs, and profits of a large number of articles in common use. It has formed a costings committee, composed of distinguished accountants, which is assisting the central committee in its task. A sub-committee on trusts has been empowered to obtain whatever technical and expert assistance may be required.

In scope the act applies to "any article or class of articles which is one of a kind in common use by the public" or to any "material, machinery, or accessories used in the production of such articles." The act does not apply to "controlled" articles, such as butter, sugar, beer, flour, liquors—commodities for which maximum prices were fixed by war-time legislation.

A clear-cut definition of the term "profiteering" has been a point which has given local tribunals much difficulty in the prosecution of their tasks. So far the definition laid down by Sir Auckland Geddes, president of the Board of Trade, has been accepted as a basis for prosecution. It follows: "The making of an unreasonably large profit, all the circumstances being known, by the sale of one of a kind, in common use."

C. A. McCurdy, parliamentary secretary to the Ministry of Food, has characterized the Profiteering act as "an abnormal remedy for an abnormal state of public feeling—an act not intended to harass British trade, but to help to restore it to normal and healthy conditions."

FIRST KRUPP LOCOMOTIVE Its Completion Saturday Marks Transition of Big Essen Works

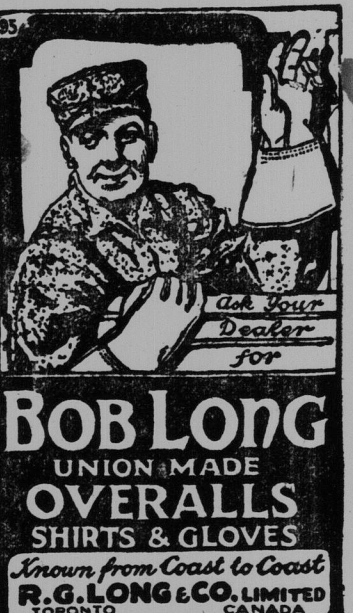
Essen, Dec. 10.—The first locomotive to be built by the Krupps left the works Saturday, hauling ten freight cars, which also were built by the firm that formerly specialized in the construction of big guns.

The new department of the great Krupp works, employing 8,500 men, is said to be capable of turning out 300 locomotives and 8,000 freight cars annually. The completion of the first locomotive and the first string of cars was marked by a ceremony at which the directing head of the Krupp company, Gustav Krupp, von Bohlen and Halbach, delivered an address.

DIED WITHOUT KNOWING HUSBAND HAD GONE BEFORE

Senora Felipe Angeles, wife of the Mexican revolutionary leader recently executed by Carranza troops, died in New York this week without having been informed of her husband's arrest and death. She went there from El Paso three months ago, suffering from nervous exhaustion caused by fear for her husband's safety, and gradually grew worse.

At the time of Gen. Angeles' execution her condition was so feeble that her friends deemed it inadvisable to give her the news and she remained in ignorance to the end. She leaves four children. Senora Angeles was forty-three years old.



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TWO DIE IN PICTOL DUEL BECAUSE OF WOMAN

Waterbury, Conn., Dec. 10.—Peter Ceccere of this city, an alleged white slaver, and Joseph Catardo of Bridgeport killed each other in a revolver duel in Benedict street a few minutes after noon.

They were walking quietly together when a quarrel over a woman arose. It is said, Catardo fired four times at Ceccere, who fired the same number of shots at his fleeing assailant. Catardo fell to the pavement with a bullet in his skull, but Ceccere, with a bullet near his heart, was able to walk 300 yards to a restaurant which the pair had just left.

Both were taken to St. Mary's Hospital, where both died. The shooting was seen from less than a block away by Howard U. Lawlor of New Haven, a state guardman, who was in uniform. He picked up the revolvers abandoned by the pair and followed Ceccere to the restaurant, holding him until the police came.

Ceccere was under \$15,000 bonds, having been arrested on Oct. 2 on the charge of enticing women for immoral purposes. He had been arrested several times since 1911 on minor charges. Catardo was an ex-soldier, and wore an army overcoat.

BOYS' CLUB OPENED IN NEW QUARTERS

The Boys' Club of the Playgrounds Association, formerly known as the Everyday Club, was opened last night in the Victoria rink, under favorable auspices. Captain Mulachy, president of the club, was present, as were Mrs. A. M. Belding, and the secretary, Mrs. Good. Harry Scott was in charge of the boys, forty-five of whom were in attendance. The number was considered very good considering the weather and some uncertainty whether the club would open last night or later. The boys greatly enjoyed a treat of apples, which was furnished through the kindness of E. A. Schofield. The hall in which the club met is an ideal place for the club, being large and roomy, and having sanitary arrangements. There is also a small room available, which can be used for reading, etc. The boys will have a physical director soon and various games will be taken up. It is expected that lecture will be given after the first of the year and a programme carried out similar to previous years.

Dr. Leo Frank of Charlottetown, who has at Rosebank, Prince Edward Island, the largest silver fox ranch in the world, stopped in the city over night on return to his home from New York, where he had superintended a shipment of his furbearers to Norway.

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