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Predicts Wonders From First Lord of Admiralty

Sir Eric Geddes Will Shatter Traditions and
Display Rare Reforming
Talent, Critic Says

Arthur H. Pollen, one of Great Britain's foremost naval critics and inventor of many of the range-finding devices now in use, said in New York the other day, that the appointment of Sir Eric Campbell Geddes as First Lord of the British Admiralty was "the most important single political event that has taken place since the beginning of the war."

Mr. Pollen, who interpreted the significance of the event for the New York Evening Post, said of Sir Eric that he was a man who aroused no antagonism and made no enemies, although he "shatters traditions, blows off rules into the air and robs heads of departments of a thousand cherished adjuncts to their authority." A result of the appointment, Mr. Pollen predicted, would be "a rejuvenation of many branches of Admiralty activity" and an opportunity to the younger men in the British navy to "work wonders."

"The appointment of Sir Eric Campbell Geddes as First Lord of the British Admiralty is the most important single political event that has taken place since the beginning of the war, and for a very simple reason," said Mr. Pollen, who is stopping at the Hotel Vanderbilt. "This war is a sea war. It is a sea war being waged by the British navy. The efficiency of the British navy depends upon the higher command. The character of the higher command depends upon the ability, the character, the energy, the insight and the imagination of the civilian chief of the Admiralty."

Called the Ablest Man.
"It has been quite obvious from the beginning that the ablest man Great Britain could produce ought to be the First Lord of the Admiralty. The miracle is that the ablest man is now First Lord of the Admiralty. I have said recently that the most important war command in the world is that held by the secretary of the American navy, and the officers and staff who work with him. I said that because I assumed that no change could take place in the leadership of the British navy."

"But the miracle has happened, the change has taken place. Carson has gone, and Geddes, proved in four other crucial tests, has now a free hand to conduct a naval policy with the best advice that could be gotten, and to choose his colleagues, and name those who are to execute their plans."

"And he comes to the task assuming the chief strategic and political guidance of the nation after two months spent in mastering the civil purchasing and manufacturing side of the Admiralty's business. When Mr. Lloyd George intervened in May, and, in response to vigorous criticism of expert writers in the press, intervened to re-organize the Admiralty from within, I pointed out that putting Geddes in command of the material side of the navy was one step in which Lloyd George could be sure of himself. The man who created the Munitions Department knew exactly what he was doing in giving Geddes omnipotent power to change the navy."

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CONTINUOUS FIRING FEATURE
OF AMERICAN GUN

Announcement has been made of the development of an American machine gun capable of continuous firing, says the August 1st issue of the "Mechanics." Ammunition is carried to its feed block by an endless belt kept filled by an automatic reloading mechanism. Magazine hoppers contain from 2,500 to 10,000 cartridges and are replenished or replaced without interfering with operation. Most machine guns are about 600 shots a minute and are supplied with ammunition by belts holding approximately 250 cartridges. Thus they are able to fire uninterruptedly for only 30 seconds, while the new instrument spits thousands of missiles without pausing, and thereby does the work of two ordinary pieces.

For specific purposes the gun is built integral with some vehicle, such as a motorcycle, aeroplane, or motorboat. Instead of being manually operated, its mechanism is motor-driven. The machine that rubs it into action, also mounts and operates it. No time is consumed in assembling or dismantling the piece when seconds are precious. An aeroplane pilot can be his own gunner, for by touching a button with a finger or foot, the instrument is put into action. For trench use, a special mounting with creeper-wheels is provided and an electric cable control used. This arrangement allows the operator to remain in a protected position and dispatch the gun across "No Man's Land" on its deadly mission. The direction and speed of its movements, as well as its angle and rate of fire, are regulated with buttons. An illustration, showing the new weapon in use, accompanies the article.

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"AWEE BIT BOOKIE"
"AWAY WITH IT!"

(Toronto Globe)
Is Canada a self-governing dominion? Are the Canadian people intellectual infants and moral weaklings? Or are they grown men in a world of men? Reflect for a moment on these questions, and, before answering them, read this "Censorship Notice" published in the latest issue of "The Canada Gazette."

"Department of the Secretary of State of Canada,
Ottawa, 11th July, 1917.

"Notice is hereby given that, in pursuance of the Consolidated Orders respecting Censorship, dated the 17th day of January, 1917, passed under the provisions of section 6 of the War Measures Act, 1914, a book entitled 'The Fiddlers' by Arthur Mee, published by Morgan & Scott, Limited, 12 Paternoster Buildings, England, has been declared by the secretary of state of Canada to contain objectionable matter, as defined by the Consolidated Orders respecting Censorship, and the possession within Canada of any issue or copy of the said 'The Fiddlers,' whether heretofore or hereafter published, has been prohibited by a War-time Order of the Secretary of State of Canada, dated the 12th July, 1917, and that, as provided by paragraph 9 (1) of Order 111 of the said Consolidated Orders respecting Censorship, any person guilty of an offence against the said Orders shall be liable to a penalty not exceeding five thousand dollars, or imprisonment for any term not exceeding five years, or to both, such fine and such imprisonment."

"THOMAS MULVEY.
"Under-Secretary of State."
And so this "wee bit bookie" made in England, is proscribed in Canada! It contains sixty-four pages, printed on cheap "war-time" newsprint, with four pages for covers, and published in May, 1917, by that ancient and honorable firm, Morgan & Scott, in the devoutly religious district of Paternoster, at "3d each, 25s per 100." Its title

STRANGE TALE OF A SHIPWRECK

Sailor Ashore Hanged on Spar From Which He Had Thrust Man Into Ocean

Andrew Tillotson, a seaman of the crew of the Norwegian steamship Vilja, which was sunk by a submarine, has just arrived at an American port on board a steamship from the coast of Africa with a strange story of retribution at sea.

According to Tillotson's tale a man who had escaped human tribunals where he was tried for murder was hanged to the spar from which he knocked a comrade to death in the sea.

"There was a stowaway aboard the Vilja," said Tillotson to a reporter, "and he had given his name as Jan Swensen. He was a surly sort of fellow, and when Captain Nielsen set him to work after discovering his presence on the vessel, he refused to obey orders but I always felt that if he ever got a chance he would not hesitate to stick a knife into the captain's back."

"When we were surrounded, Swensen and I and half a dozen others got into the same lifeboat. After we had been drifting around for hours, the boat capsized, and Swensen, I and a third man, whose name I do not know, managed to swim to a large spar, big enough to keep a dozen men afloat by clinging to it. Swensen had grabbed hold of the spar directly across from where the other man was holding on. I don't know whether he had a grudge against that man or whether he really did not think the spar could hold the three of us, but at any rate, he shouted to the poor fellow to let go."

"Naturally the man refused to let go, and I told him to hold on as long as he could. Swensen told me to shut up, and before I could get close enough from my end of the spar Swensen had punched the man a terrific blow right on the throat, knocking him off the spar and probably stunning him, for he sank and I never saw him again."

"Parting for my own life—for I thought the fellow must be a madman—I humored him, but decided to denounce him if ever we should be rescued. The spar was probably part of the wreckage of another submerged vessel. It had the name 'Hebe, Pirana' painted on it. A Greek ship, no doubt. As I didn't know exactly what to say to make Swensen believe that I didn't make much account of what he had done, I called his attention to the name of the spar. He made some morose reply, and the rest of the time we were silent. That lasted nearly all day, but finally we were sighted by a sailing vessel and taken aboard."

"The vessel was bound for Dakar, from which we had set out aboard the Vilja. What had happened to the others of the Vilja I have not yet found out. As soon as I felt a little restored, I

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told the captain of the schooner what Swensen had done, and the captain assured me he would turn the man over to the authorities as soon as we arrived at Dakar. And he was turned over and put on trial, but he lied himself out of it and swore that I must have been crazy. And so he was allowed to go free."

"About two weeks after that Swensen got into a dispute over cards with a stranger in a barroom and killed him. This time there were no court proceedings. The murder was so cold-blooded that the crowd took the law into its own hands and decided to lynch him. They rushed him to the shore road, and out of some wreckage which they found on the strand erected a gallows."

"When brought face to face with the gallows, Swensen let out a yell that made my blood run cold. 'No wonder!' Near the top part of the upright beam were the words, 'Hebe, Pirana.' It was the spar from which he had pushed the man to death."

"Even Swensen could plainly see the hand of God in this wonderful instrument of punishment, which had come drifting so many hundreds of miles to convict him. He fell upon his knees and confessed the murder he had committed at sea. He begged for mercy then; but the rope was pulled taut around his throat and he was swung off the ground."

Upon the recent death in a western town of a politician who at one time, served his country in a very high legislative place, a number of newspaper men were collaborating on an obituary notice.

"What shall we say of the former senator?" asked one of the men.
"Oh, just put down that he was always faithful to his trust."

"And," queried a cynical member of the group, "shall we mention the name of the trust?"



The Climax of Million Experiments

THE BRISCOE is not a new car. It was conceived in the mind of Benjamin Briscoe, one of the founders of the automobile industry, away back in 1904. It is the climax of a million experiments—the final outcome of an unconquerable determination to make the automobile value of a dollar greater under the Briscoe name than anywhere else in the industry. Three years ago, after having been identified with the construction of more than a million light cars, Benjamin Briscoe went to Paris. There he surrounded himself with fourteen of the most famous European engineers. For two years these men worked together with a single purpose—the perfection of an automobile of the highest possible class to sell at a price within reach of all. Their first achievement was the now-famous BRISCOE Motor. The long stroke, 5 1/2 inches, with its relatively small bore, 3 1/2 inches, gave it a power of 30 to 35 miles per gallon. Its explosive force in the gas, making possible from 20 to 35 miles per gallon. Next, the mechanical details of operation, balance, flexibility, and accessibility came in for their rightful share of attention, and, finally, the important matter of Body Design was disposed of. Benjamin Briscoe's designs have always been noted for their beauty, and the BRISCOE B "4-24" is a masterpiece of artistic excellence. It is graceful, smart,

distinctive. Both the driving compartment and the tonneau are roomy and luxurious, with deep upholstery and high seat backs which come up well over the shoulder blades. There is ample leg and elbow room for the tallest and stoutest of men, and the many refinements and convenient appointments make an instant appeal to the most critical feminine mind. When Benjamin Briscoe had finished his work in Europe, he returned to America and completed arrangements for the production of his master car both in Canada and in the States. In the immense Briscoe factories at Jackson, Mich., and Brockville, Ont., every detail of production has been developed to the highest standard of efficiency. The BRISCOE car is "Made in Canada" in the truest sense of the term. Everything necessary to the complete manufacture and equipment of a car, that is made in Canada, is used in the BRISCOE. The Canadian organization is controlled by men of large interests both in Canada and the United States, and is affiliated with the \$6,000,000 Briscoe corporation of Jackson, Mich. The President and General Manager are both Canadians, and their wide experience and thorough knowledge of the industry have been largely responsible for the instantaneous success of the BRISCOE in Canada.

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