

"COMBATANTS" DEFEAT THE "BANDAGES" IN A FAST GAME

The 165th Team Took the Measure of the Field Ambulance Boys in the First Game of the Season at Queen's Rink.

On a straight pass from Harrison, the tricky centre of the Field Ambulance team, McPherson, his left hand support, scored the first goal in the initial game of the city league which was played last night before a splendid audience at the Queen's Rink.

Lieut.-Col. D'Aigle officially opened the league by throwing in the rubber for the knock-off. And from the time the rubber hit the ice on the rebound it was anybody's game. The ice was faultless from the spectators' view, but several of the boys in uniform, by the expression of their faces after coming suddenly in contact with it, said in no uncertain way that it was "some" hard.

The game was a splendid one for the opening night and both units had some clever stick handling on the "glacier." Measured by the attendance last night and the noise of the rosters the city has taken a hold of the game and St. John stands in a fair chance of seeing fast hockey, which has been "dead" for many years.

The game was free from all rough tactics, although it was necessary to put Lieut. Melanson and Harrison in

the cooler for forgetting the elementary rules of ice etiquette.

The game opened with the French Acadian sextette carrying the rubber into the Ambulance Depot territory, where it was returned by McPherson and Donovan in a neat bit of combination to the French Acadian "land." Here Lieut. Pierce, the stalwart defense, turned aside a few live wire shots from the forwards of the opposing team. He was however compelled to take his hat off to McPherson, who planted one behind him. Veniot evened the score in an end-to-end rush bringing the supporters of the 165th to their feet. From Veniot's goal, until a few minutes before the bell sounded, when Melanson planked another one behind Forsythe, there was considerable excitement around the boards. Thrice did Harrison fire at Pierce, but each time was turned aside by the keen-eyed goal tender. The period ended 2-1 in favor of the Acadians.

The second period saw some clever stick handling by Harrison for the "Bandages," and Cormier for the "Combatants." Both men worked hard and experienced many a nice little slip on the ankle while attempting to ring the gong for their team. Forsythe was called upon in this period to put himself in the way of the puck on several occasions, which he managed to do with surprising agility.

The game for the last part of the second "episode" was a battle between the goal tenders and many apparently impossible hot ones at close range failed to reach home. It was just thirteen minutes after play when A. Bourgeois, a lone ranger hit the bull's eye for the third time, making the score 3-1 in favor of the 165th.

The third period was hockey in all its grandeur and splendour. There was not an idle moment. In rapid succession Harrison on two different passes pushed the puck behind Pierce, tying the score. Donovan and McPherson worked like Trojans to put another one over, but it was no use, the Acadians were aware to the fact that in order to win one united effort was necessary. Each member of the team seemed to take upon himself the duty of registering the last and deciding goal. The time had nearly expired. Both teams were showing the strain of the fast pace, but each determined to win the opening game of the season. Finally Melanson managed to get the puck from a mix-up and carried it to the end of the rink, where he planted it surely and certainly behind "Vol" Forsythe. It was the shot that decided the victory and the cheers which fairly shook the rafters of the rink gave evidence of the interest the French Acadians took in the game.

To the satisfaction of the spectators and the players Kenneth Haley handled the "foot." He was sharp on rough play and in every case the judgment used in calling back the off-side plays met with the approval of the people.

The line-up follows:

165th	Ambulance.
Centre.	Harrison
Right Wing.	McPherson
Left Wing.	Donovan
Cover Point.	Webster
Goal.	Cormier
Goal.	Pierce
Goal.	Sparrow
Goal.	Doucette
Goal.	Hunter and A. Legere.

RE-ADJUSTING THE SERVICE ON THE C.G.R.

After Thursday Certain Trains Will Be Taken Off and Others Changed—Mr. Gutelius Explains Changes.

In the readjustment of train services over the Canadian Government Railways, St. John will be subjected to certain losses in the matter of accommodation, the importance of these reductions being to some extent a matter of personal opinion. The new schedule comes into effect on Thursday next. Already the Sunday services have been cut out. Further changes in so far as St. John is affected are found in a general slowing-up of some of the faster trains making them look after a larger share of local traffic; the withdrawal of the Maritime Express connection between St. John and Moncton both ways; possibly the cancellation of the evening suburban.

Mr. Gutelius and Mr. Hayes were in the city yesterday and outlined what is being done. Because of the great importance of facilitating the movement of troops and munitions, practically all lines have reduced their passenger services. They have diverted to freight haulage the crews and power thus released. In consequence of this policy, greatly increased business is being handled over the C. G. R. delivery at the seaboard. Much has, of necessity, been refused because of scarcity of equipment and men. But as this national business is of first importance it becomes necessary that every possible effort be made to look after it. Hence the rearrangement of passenger schedules.

At the outset it was decided to slow up some of the express trains, make them take care of traffic ordinarily handled by locals, and readjust connections to suit. This means inconvenience everywhere, but it was looked upon as the only first step toward reaching the desired end. Secondly, certain trains thus relieved by the added employment of expresses, should be, it was decided, withdrawn altogether. The Ocean Limited and the Maritime are slowing up. All along the line, from Mont Joli, east, locals are being cancelled. On the St. John section the eastbound connection with the Maritime Express will be withdrawn, and in future passengers desiring to catch the Maritime at Moncton must leave here about half-past one, which will be the new hour of departure for the train popularly known as the C. P. R. The Maritime connection at Moncton for St. John, due here now about eleven in the forenoon is also cancelled, and passengers for St. John will hereafter leave Moncton at about half-past two. Both going and coming these changes will involve several hours delay at Moncton.

The connection from St. John for the Ocean Limited will be as at present, by the seven o'clock train, but from Moncton there will be a difference in that the train now arriving here at half-past nine at night will not get in until about eleven.

In the suburban service only one important change is contemplated. This suggestion is the cancellation of the train arriving from Hampton at eight and leaving at eleven at night.

It is explained that the Hampton suburban during the day is handled by one crew, but that the night trip means the employment of a second crew who thus put in a very short day and could be more advantageously employed on other work. It means, too, the consumption of two, and one half tons of coal at a time when the coal supply is a problem of some gravity. These and other reasons have led the management of the road to consider the cancellation of this train, and to plan that the traffic which it ordinarily handles shall, to some extent at least, be looked after by the 11:30 p.m. express for Halifax. This train could be stopped at some of the more important suburban stations. It is stated, however, that should strong opposition to this move develop in St. John the suburban will not be cancelled. These changes, it was pointed out by The Standard, are not an ordinary business proposition. They are part of a national patriotic movement in which all communities are expected to make certain sacrifices. If St. John is not willing to do what is asked, then St. John will be permitted to keep this train. But it is for the management of the road that all communities should assist in the work and that very little is being asked from this city.

The above is the manner in which the proposed changes in this district were explained to The Standard yesterday by the General Manager and the General Traffic Manager of the C. G. R.

DOMINION BANK EARNINGS INCREASE BY \$88,000.

Special to The Standard.
Toronto, Jan. 19.—Earnings of the Dominion Bank for the year just closed amounted to \$893,000, an increase of \$88,000 which, with the balance of \$344,000 carried forward from 1915, left a total of \$1,237,000 at the disposal of the administration. Of this amount the 12 per cent. dividend took \$720,000, contribution to Patriotic Fund \$29,500; officers' pension fund, \$25,000, and as a precautionary measure \$100,000 was written off bank premises in spite of this extra impost the amount carried forward showed an increase of \$363,000, this being the largest carried in profit and loss since 1913.

WAYGAMACK PULP AND PAPER CO. PROSPEROUS.

Special to The Standard.
Montreal, Jan. 19.—The annual statement of the Waygamack Pulp & Paper Co. for the fiscal year ended November 30, 1916, shows that the company had record-breaking earnings and that it is taking advantage of the fat period in its line of business to whip the finances of the company into the strongest possible shape. This may be judged from the fact that out of the net profits before bond interest and depreciation of \$979,362, a total of \$914,632 has been appropriated, a very substantial sum going into reserves, leaving \$64,730 to be added to the balance of profit and loss which with the balance of the preceding year makes a total of \$676,280.

ARTIFICIAL ASPECT OF LONDON BANK RATE.

Special to The Standard.
London, Jan. 19.—The artificial character of the bank rate as far as the money market is concerned, is indicated by the fact that the banks have not reduced deposit rates with the

lower minimum. Money was plentiful and discount rates were easy today. The stock market was inactive, but cheerful. There was a moderate rise

in the old 3½ per cent. war loan but further realizing in order to invest in the new loan occurred in standard securities.

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