

## Colossal War Activity Of United States

The progress of the United States' preparations to wage offensive warfare is not being reported in a detailed way. Some information on that point, says the Toronto Star, may not be amiss. A preliminary war budget of three billion dollars has been approved. A two-billion dollar bond issue has been over-subscribed by fifty per cent. One billion dollars in cash has been advanced to the other allied nations. A few days after the declaration of war a large flotilla of American destroyers with parent or supply vessels left for British waters. Temporarily the American Admiral Sims now is in charge of operations off the Irish coast. The allies also put Admiral Caperton with a squadron of Pacific coast cruisers in command of anti-submarine operations in the South Atlantic, the French and British warships there have been undergoing training with a view to offsetting the American expeditionary forces. At least 20,000 American troops have been landed in France. Ten million men have been registered for military service. By the end of July the selective process will be completed, and 800,000 active troops and 126,000 reserve troops will be put into training. In addition to this the regular army has been increased from 120,000 to 200,000 men. The National Guard has been increased from 100,000 to 150,000. The Marine Corps has been increased from 15,000 to nearly 30,000. The navy has been recruited from 60,000 up to 120,000. Nine regiments composed entirely of experienced railway men have been formed. Billions of dollars have been spent on orders for cannon, machine guns, and other war material. Hundreds of fast submarine chasers are under construction, and a colossal merchant ship-building programme already is far advanced. Work is being rushed on the largest fleet of aircraft contemplated by any belligerent. The United States intends to render the allies in Europe invaluable help this year and to bring its military strength into play next year with overpowering effect. The biggest blunder Germany has made since she risked a conflict with Britain was her courting of the hostility of the United States.

### MAMMY TO SIX HUNDRED

The Boast of Aunt Tempy Avery of North Carolina

In the midst of one of the finest residential sections of Asheville, N. C., stands the old cabin of Aunt Tempy Avery. Her front yard runs down to the paved street, and from her back door she commands a view of the famous Mount Pisgah and "the Rat". Many tempting offers have been received by the old Mammy for her valuable holding, but never has she wavered in her refusal. "My ole marster gave me dis home when he died," she would explain, "to be mine until I die."

Nobody knows just the age of Mammy Tempy, though she unhesitatingly asserts that she is one hundred and six. It is said that she was a chattel of considerable value in 1840, when she was given as a wedding present to her "Young Master" from her "Ole Mis'is." This new "mis'is" and her children and children's children she served faithfully many a year. In all these and the later years, when she "thired out," she cared for between five and



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six hundred babies "lost and last." As a girl she was married to Si Haynes, a servant on a neighboring plantation. After seven children had been born to them, the pair separated. "I ain't never seen him from that day to dis," Mammy explains. "After so long a time I reckoned he was dead." In all she has had nine children (two by a second husband.) She points with delight, as her visitors listen to her tales of olden times, to the little fifth generation in its mother's arms. Under the home roof are still living representatives of four generations, the baby, its mother, great grandmother, and great-great-grandmother.

Day by day Mammy sits by her fire,



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or on the little front porch in the sunshine. She has many friends new and old, but her heart is with the ancient regime. Her hair is white now, her face seamed with wrinkles and her shoulders bent; but her eyes sparkle the cheerful ring of youth.—Christian Herald.

## British Labor And the War

The way in which organized labor in Great Britain has adjusted itself to the inescapable duties imposed upon the country by the war, makes an interesting story as told by Sidney Webb in the North American Review for June.

It will readily be recalled, says the Toronto Star, how widespread the fear was that trades unionism, being as strong as it was, would make trouble for the military authorities in taking those measures which so serious a war made necessary. This fear hung over everything, and even when matters got going fairly well, there was a recurrence of the fear when it was found necessary to resort to conscription. But even that did not produce the dreaded conflict.

The explanation of it all is, we believe, to be found in the fact that real statesmanship was applied to the case. Where politicians would have failed, statesmen succeeded. Instead of regarding trades unionism as a force necessarily hostile to the purposes of government, and therefore to be either overborne or circumvented, the strength of trades unionism was conceded, and the importance of the organization it possessed was recognized, and its co-operation was frankly sought on terms favorable to both labor and the nation. Not only were the leaders of organized labor called into consultation in matters of policy in connection with the production of munitions and supplies, but co-operation went much farther than that, and the organizations, as such, were given a recognition which will make their position and public responsibility permanent. Nothing but the crisis of the war could have brought about so sane a relation between organized labor and organized government in Great Britain.

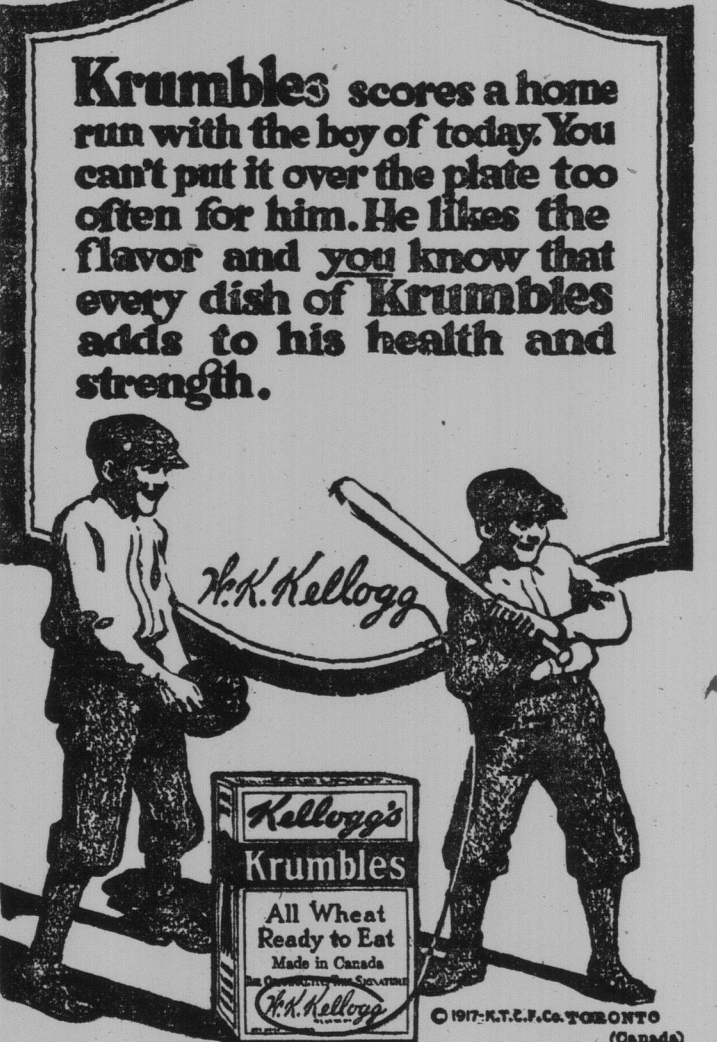
The trades unions responded to the necessities of the situation. Mr. Webb in his article mentions some of the respects in which they gave up their rules and customs in order to increase production. They laid aside all restriction of output; all limitation of the working day; all refusal to work overtime, at night or on Sunday; all objection to the introduction of labor-saving machinery; all resistance to the introduction to their trades of non-union employment; men, laborers, boys and even women; all opposition to the substitution of piece-work for payment by hourly rate; and all reluctance to compete in teams at component parts instead of each workman completing his own task. They gave up the right to strike and submitted to compulsory arbitration, and assented to regulations forbidding a man to leave his employment. The trades unions in fact pooled everything with the country in the winning of the war. But note the fact that they were called into conference and participation

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In the responsibilities of the government. That they were not one of Sir Robert Borden's great blunders.

## Studebaker

### Before you buy any car Investigate the Canadian Built Studebaker Car

**YOUR** car is probably the second most important investment you will ever make. **FIRST**—comes your home. **THEN**—your car. Before you buy that car *stop and think*. Are you going to be completely satisfied with it? Is it sure to be the comfortable car you want? Motor car comfort has been a thing of slow development. It means more than the physical ease of a fireside chair.

**POWER** is the first factor of automobile comfort. No man can be thoroughly comfortable in his car if he has to be continually pushing pedals and pulling levers. You want a car that will climb the hills and pull through mud and sand without appreciable effort; a car that will take you anywhere with a minimum shifting of gears.

The Studebaker **FOUR** has full 40 Horse Power—the Studebaker **SIX** has full 50 Horse Power. Both cars are built in Studebaker factories at Walkerville, Ontario. They are probably the most powerful cars of their weight on the market today.

**ROADABILITY** is a point of automobile comfort. You want an easy driving car, one that does not jump and sway and make you work to hold it in the road. The perfect balance of the Studebaker chassis, the basic design of which has been continually improved and refined over a period of four years, makes the Studebaker car one of the most roadable cars in the world. A Studebaker car drives straight as an arrow and has no tendency to jump or sway.

**DEPENDABILITY** is another point of automobile comfort. Studebaker uses the best vanadium steel in its chassis construction. Studebaker uses drop forgings wherever possible to add strength and lightness.

The use of high grade materials and of skilled, experienced labor makes for the mechanical perfection of Studebaker cars—which in turn makes for unusual durability.

Studebaker brakes are *oversize*—the area of braking surface is very large. A slight pressure on a Studebaker brake will bring you to a gentle halt, a stronger pressure will stop you within a few feet.

Think how it will add to your comfort to know that yours is a durable car with thoroughly dependable brakes.

**ECONOMY** is also a factor. It is always comfortable to know that your up-keep bills are going to be low.

Studebaker cars with all their power are very economical in their consumption of gasoline.

Studebaker owners frequently report from 8,000 to 10,000 miles on a single set of tires.

**APPEARANCE.** You can never be comfortable in a car that needs apology. Studebaker cars are big and handsome. Their finish of gunmetal gray with ivory striping makes them distinctive in appearance.

**FINALLY** there is the question of physical convenience and comfort.

The driver of a Studebaker car has everything at his finger tips. His hand falls naturally on the levers, the pedals may be adjusted to suit his individual requirements, electric starting and lighting switches are conveniently placed on the dash within easy reach of the driver; the starter pedal is directly under his right heel.

The front seats of Studebaker cars are individual and form-fitting, adjustable forward and back to all leg lengths. The seat next the driver is reversible, its occupant may face the tonneau if desired. The tonneau doors are 21½ inches wide—easy to enter or leave. The tonneau seat is 48 inches wide, the ideal width for three. There are two auxiliary seats under the tonneau seat for your convenience should you want to carry extra passengers.

All cushion work is of the best long curled hair mounted on resilient spiral springs.

All upholstery is of genuine, high grade hand buffed leather. Each seat in a Studebaker car invites rest and relaxation.

You certainly owe it to yourself to investigate the Studebaker car before coming to a decision as to what your car will be.

There will be no change in Studebaker models this year, but the increased cost of materials and labor may force Studebaker to make an advance in prices at any time without notice.

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FOUR Touring Car . . . 1375

FOUR Landau Roadster . . . 1635

FOUR Every-Weather Car . . . 1675

All prices f. o. b. Walkerville

The Lounsbury Co., Limited,  
Newcastle, N. B.

J. Clark & Son, Limited,  
E. P. Dykeman, Local Manager,  
St. John, N. B.

**Six-Cylinder Models**

SIX Roadster . . . \$1685

SIX Touring Car . . . 1685

SIX Landau Roadster . . . 1900

SIX Touring Sedan . . . 2210

SIX Coupe . . . 2310

SIX Limousine . . . 3430

All prices f. o. b. Walkerville

## The Testing Time!



**Russia Prospers**

During the first eight months of Prohibition in Russia the Savings Banks reports show savings increased 5,000 per cent. (net).

### Help to Enforce Prohibition

Permanent Prohibition in New Brunswick demands strict enforcement between now and the day when Prohibition may again be voted upon after the war. The whole task of enforcement must not be left to the officers of the law alone. Everyone should help. Eternal vigilance is the watchword.

### Dominion Temperance Alliance

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Fredericton, N. B.

**WHEN** the test of the world-conflagration called for every ounce of strength in every available man to stem the tide of destruction, one of John Barleycorn's greatest friends, Russia, was the first to abolish the Traffic because it could not meet the test. In good time, when her hour of test arrived, New Brunswick banished the great Drink curse let us hope forever!

After the war, in his turn, John Barleycorn is going to put New Brunswick to the test. Prohibition may again be voted upon after the war.

Every bit of lax enforcement and indifference is just so much ammunition for him to use against us. How does Prohibition meet the test?

### Russia—

Some idea of the enormous effect of Prohibition is afforded by the wonderful example of Russia. In spite of the fact that millions of producers are in the army the savings of the people enormously increased. In 1912 and 1913 they were saving, per year, about \$20,000,000. In the first five months under Prohibition they saved \$60,000,000. In 1915 the banks took in \$285,000,000. For the first half of 1916, the Russian people saved \$300,000,000!

### The Dakotas—

Town and city population in South Dakota under License increased 168 per cent. in 20 years. In the Prohibition state of North Dakota it increased 494 per cent.!

In "dry" North Dakota, for the year 1909, 2,789 men produced \$19,137,000 worth of manufactured goods. In the "wet" Dakota it required no less than 3,602—**813 more men**—to produce only \$17,870,000 worth of manufactured goods, or \$1,267,000 less!

In 1890 commitments to Insane Asylums in "dry" North Dakota were 40 persons per 100,000 more than South Dakota. After twenty years of Prohibition they were **forty less!** And the Prohibition State began the period with only about half the population of its neighbor!

South Dakota has since adopted Prohibition.