

## SACRIFICED HALF MERCHANT SHIPS

Britain Risked Dominance in  
World's Shipping to Aid  
Her Allies.

London, Jan. 14.—Britain's sacrifice for the Allied cause was in the disposal and service of her merchant marine equal to her efforts in battle and factory. She risked her dominance in world's shipping and trade to assist in feeding her Allies, transporting their troops and furnishing the various armaments with food and munitions. The British navy and British merchant marine made victory possible, but at a terrific sacrifice of the latter and Britain's foreign trade. Throughout the war 500 British merchant steamers from 500 to 5,000 tons gross, in addition to all tankers, smaller merchant craft and trawlers, were steadily employed in the service of the great navy that held the seas for the Allies and closed the ports of the enemy to the world's trade. It required 222 oil tankers for the navy's service, and of smaller merchant craft nearly one thousand were used for the same purpose. The hardy fishermen of the North Sea manned 2,400 trawlers sweeping the seas for enemy mines, and hunting enemy submarines. In all merchant ships, tankers and trawlers there were 4,122 British ships formerly in trade, steadily engaged in the naval service, and losses were immediately made good, so that this number never decreased no matter how vicious the enemy's attack. From the beginning of the war until September, 1913, the British merchant marine transported (a) personnel, effective, 19,553,093; personnel non-effective, 2,735,234; prisoners, 125,664; animals, 213,035; vehicles, 497,172 and military stores, 42,853,372 tons.

### Shipping For Allies.

Britain loaned France the equivalent of one million tons gross of shipping and half the French imports were carried in British ships. Italy was loaned 750,000 tons gross of shipping and also half the Italian imports were carried in British ships. For the United States the British merchant marine transported 946,694 soldiers to France and allotted 200,000 tons gross of British shipping to carry supplies to the American army. This allotment was doubled shortly before the armistice. During the participation of the American navy in the war the British merchant marine furnished it with 150,000 tons of bunker coal. During the war Britain, by negotiation and other influences, obtained the use of 1,500,000 tons of neutral shipping, half of which was devoted to Belgian relief and similar work while the remainder 400,000 tons was allotted to France and 300,000 tons to Italy. Britain also placed her repair yards at the service of France, Italy and the United States.

During the war Britain's loss in merchant shipping through war was 7,577,473 tons gross, and from all causes of navigation 12,081,133 tons gross, a total of 19,658,606 tons gross, whereas her total merchant tonnage at the outbreak of the war of ships of 500 tons and over was 5,000 vessels of 18,500,000 tons, and only 4,145 vessels of 15,380,583 tons. During the war there was built 4,229 tons of merchant shipping. The strain on Britain's shipbuilding facilities was terrible. On Sept. 30th there were 200 British vessels of over 1,000 tons gross of a total tonnage of over 900,000 undergoing repairs, and during the first nine months of 1913 nearly twenty million tons of British and Allied shipping were in British shipyards. With the sacrifice of her merchant marine there was a corresponding sacrifice in trade. Britain of her great merchant fleet, after satisfying the requirements of war and of her Allies, had only 6,250,000 tons left for import trade. In 1913 Britain imported 54,000,000 tons of commodities of which 97 per cent was carried in neutral ships. This year Britain's imports have fallen to 30,000,000 tons, and only 15 per cent carried in neutral ships. Of the imports in 1913 there were 18,000,000 tons of food, 38,000,000 tons of raw material, while this year there were 13,000,000 tons of food, 14,000,000 tons of munitions and war material, and only 2,000,000 tons of ordinary civil supplies. In the fight for freedom Britain sacrificed one-half her merchant marine and two-thirds at least of her foreign trade. It was that sacrifice that won the war. Britishers now wonder if that sacrifice is to be the forerunner of an equally great sacrifice of Britain's control of the seas. British sea control won the war and is Britain's reward to be the deprivation of this control?

### WEDDINGS.

MacKay-Harvey.

Special to The Standard.  
Dighton, N. S., Jan. 14.—Walter MacKay, son of Alex. MacKay, of Sandy Cove, in this county, was married in Dorchester, Mass. last Friday, to Mary, daughter of W. J. Harvey, of Port Williams, Kings County. The ceremony was performed by Rev. Mr. Van Kirk, pastor of the Methodist Church in Dorchester. Mr. and Mrs. MacKay arrived here today, and left at once for Port Williams on their wedding trip.

### Bishop-MacQuarrie.

A quiet wedding took place yesterday afternoon at five o'clock at the residence of the officiating clergyman, Rev. J. A. MacKeigan, when Miss Mary MacQuarrie and Frederick W. Bishop, both of Sydney, N. S., were united in marriage. After a short wedding trip to United States cities the happy couple will make their home in Sydney, where the groom is a prosperous shoe merchant.

Mrs. Snooper (at the theatre)—Why do they have a peep hole in the curtain, Henry?

Mr. Snooper—Little concession on the part of the managers, I presume, so make the actresses feel at home.

Little Jimmie—"Pa, what are the spoils of war?"

Pa—"The money the heroes get for writing magazine stuff that was contained in newspaper articles published months before."

## NAMES HINES FOR RAILROADS

McAdoo's Assistant is Appointed to Succeed Him by President Wilson.

Washington, Jan. 14.—Walker D. Hines, assistant director general of railroads, has been appointed by President Wilson, succeeding William G. McAdoo, who now retires from public life.

Mr. Hines is an advocate of Mr. McAdoo's plan for five years' continuation of government control to provide a test period and has supported most of the policies of the retiring director general, with whom he has been associated throughout the last year of government management. He is accorded with having originated many policies of the railroad administration. If Congress does not enact new railroad legislation at an early date he favors returning the roads at once to private management and this is expected to develop into a strongly contested issue within the next month or two.

Announcement of the appointment, which does not need to be confirmed by the Senate, was made Saturday by Mr. McAdoo in the west on a vacation trip to Los Angeles. The news reached the White House from the President by cable Friday night and was telegraphed to Mr. McAdoo at Winslow, Nev.

Until he became a member of the railroad administration staff a year ago Mr. Hines was chairman of the Santa Fe and was one of the youngest railroad executives in the country. He is 48 years old and became affiliated with railroads as an attorney.

Mr. McAdoo divided his time between the treasury and the railroad administration and received no compensation for the latter office.

Walker D. Hines was born in Russellville, Kentucky, Feb. 2, 1870, was graduated from Ogden college and later received a law degree from the University of Virginia. He was assistant attorney from 1893 to 1897, assistant chief attorney from 1897 to 1900 and first vice president from 1901 to 1904 of the Louisville and Nashville R. R. Co.

Mr. Hines was general counsel of the Atchafalaya, Topoka and Santa Fe R. R. Co. from 1906 and chairman of the executive committee until 1908. Since 1908 he has also been in general law practice in New York. For the past year he has been assistant director general of the railroads under Mr. McAdoo.

Los Angeles, Cal., Jan. 12.—Walker D. Hines, assistant director general of railroads, was appointed by President Wilson Saturday by telegraph to succeed William G. McAdoo.

Notice of the appointment, cabled to the White House by President Wilson, reached Mr. McAdoo by telegraph Friday night at Winslow, Nev., when he passed through that town on his way here.

## "WHITE EAGLE" FLIGHT

Great Airplane for Italy—U. S. Flight Nearly Ready.

London, Jan. 14.—The correspondent of the Daily Telegraph at Milan reports that Signor Caproni has nearly finished the gigantic machine in which it is intended to fly from Italy to America. The machine is a huge triplane, with engines of 3,000 horsepower, and ample accommodation for a certain number of passengers, for whom cabins and sleeping berths will be available.

The Caproni trans-Atlantic flier is to be named the "White Eagle," in allusion to a curious prophecy printed here in 1916 and attributed to an English friar of the Seventeenth Century. The prophecy announced that there would be a great world war in the Twentieth Century, which would be started by the evil genius of an Emperor in Luther's country, in league with another Emperor, both of whom had black eagles on their coats of arms but that civilization would eventually crush the barbarians, whose empires would be divided into twenty-two states.

## MANY CASES OF RHEUMATISM NOW

Says We Must Keep Feet Dry,  
Avoid Exposure and Eat  
Less Meat.

Stay off the damp ground, avoid exposure, keep feet dry, eat less meat, drink lots of water and above all take a spoonful of salts occasionally to keep down uric acid.

Rheumatism is caused by poisonous toxin, called uric acid, which is generated in the bowels and absorbed into the blood. It is the function of the kidneys to filter this acid from the blood and cast it out in the urine. The pores of the skin are also a means of freeing the blood of this impurity. In damp and chilly, cold weather the skin pores are closed, thus forcing the kidneys to do double work, they become weak and sluggish and fail to eliminate this uric acid which keeps accumulating and circulating through the system, eventually settling in the joints and muscles causing stiffness, soreness and pain called rheumatism.

At the first twinges of rheumatism get from any pharmacy about four ounces of Jad Salts; put a tablespoonful in a glass of water and drink before breakfast each morning for a week. This is said to eliminate uric acid by stimulating the kidneys to normal action, thus ridding the blood of these impurities.

Jad Salts is inexpensive, harmless and is made from the acid of grapes and lemon juice, combined with lithia and is used with excellent results by thousands of folks who are subject to rheumatism. Here you have a pleasant, effervescent lithia-water drink which overcomes uric acid and is beneficial to your kidneys as well.

## Y. M. C. A. WORKERS UNDER ARREST

Alleged to Have Misappropriated Funds to the Extent of \$38,940.

Paris, Jan. 14.—It became known today that three Young Men's Christian Association workers are under arrest in Paris, charged with defalcation of funds of the Association. The men are George Schoeffel, former secretary of the Chamber of Commerce, of Rochester, N. Y., the Rev. R. Atkins, of Eagle Pass, Texas, and Mansfield, said to have been a former secretary of the Sailors' Union of New York City. The total amount alleged to have been misappropriated approximately \$38,940, most of which has been recovered.

The Y. M. C. A. has asked the army to prosecute these cases to the limit, and to impose the harshest penalty. The military court martial will begin during the present week.

## BLOODSHED AT PREZEMYSL

Two Thousand Persons Killed by Ukrainians—No Lights in Town, Water and Food Scarce.

Geneva, Jan. 14.—Two thousand persons have been killed at Przemyśl, Galicia, by the Ukrainians, according to a despatch to the New Free Press of Vienna, a copy of which has been received here. The Ukrainians have been bombarding Przemyśl for several days past, by land and by air, and conditions in the town are described as terrible. The gas and electric plants have been destroyed, and there is no light in the town. Water and food also are lacking.

Crawford—"Your wife must be sentimental to have kept the old love letters you wrote her before marriage."

Crawshaw—"That isn't the reason. She reads them to me whenever she gets angry."

## JAPS AND U. S. HAVE AGREED

Will Exercise Joint Contract of the Chinese Eastern and Siberian Railroads.

Tokio, Jan. 14.—An understanding has been reached between Japan and the United States, the Kokumin Shimbun announces, apparently with authority, regarding joint control of the Chinese Eastern and Siberian railroads, which for some time has been regarded with concern.

Notice of the agreement, the paper adds, has been sent to the seven powers concerned, but all matters have been settled and an official statement will be issued shortly.

The plan, according to the paper, includes the appointment of John P. Stevens as president of the reorganizing board having control of economic and technical operation under a joint commission.

## CO. COUNCILLOR STANDING TRIAL

Member of York Council Faces Serious Charge—In Court Yesterday.

Fredericton, Jan. 14.—Before York County court today County Councillor James King of Prince William Parish, was sent up for trial on the charge of adultery, on the complaint of Ex-Councillor David Carson, of Dumfries.

Two witnesses were examined for the prosecution during the afternoon, and their evidence was somewhat of a damaging nature. Several other witnesses are to be examined on both sides and the case will probably take most of the day tomorrow.

Many civil cases have been stood over, owing to the illness of different counsel. The attention of the jury was directed by Judge Wilson to the dangerous accumulation of snow on many roofs of buildings in Fredericton. The grand jury recommended the police exert themselves in seeing that householders and business houses keep their roofs clear.

## ULTIMATUM SENT SWISS OFFICIALS

Bolsheviki Demand Release of Bolsheviks Imprisoned in Savantan—Threaten Dire Things.

Geneva, Jan. 14.—The Bolshevik government in Petrograd has telegraphed an ultimatum to the Swiss federal authorities, saying that, unless thirty Bolsheviks who were arrested and imprisoned in the fortress of Savantan, in the Canton of Valais, are released before February 1, thirty Swiss citizens in Petrograd will be shot without trial.

There is great indignation here over the situation.

The Bolshevik movement seems to be spreading in the Rhine towns and in North Switzerland, where Madame Bolonova, a Russian who recently was expelled, has returned secretly with several million rubles for the carrying out of Bolshevik propaganda. The police are searching for her.

# New Protection for Ford Owners

THERE are now 160,000 Ford cars in actual use in Canada.

The demand for service on these 160,000 cars has created a big business in repair parts.

The Ford Motor Company of Canada, Limited, is responsible not only for the cars that bear the Ford name, but for the Ford parts it manufactures and supplies.

It and its authorized representatives alone have the right to sell genuine Ford parts.

Yet, inferior repair parts not made by the Ford Company are being offered to the public as "Ford parts"—or "Parts for Ford Cars."

The makers of these "spurious" parts have no interest—such as we have—in the performance of the Ford car. They are not under obligation—as we are—to serve Ford owners well.

The result is what might be expected.

Whereas parts made by the Ford Company are made to give Ford service, the inferior parts are simply "made to sell."

Genuine Ford parts are made under rigid inspection in the Ford plant from Vanadium and other high-grade steels. The inferior parts, most of them, are cheaply made from low-carbon steel.

The Ford owner, who allows any but genuine Ford parts to be used in his car, suffers more than the actual loss on the inferior parts. Other parts in his car are liable to damage from the inferior parts, and, of course, the Ford warranty behind his car becomes void! There is also the dissatisfaction arising from poor service and repeated breakages.

To protect Ford owners in this situation—

To make authorized Ford Service available to every Ford owner—

To give the widest possible distribution to genuine Ford parts—

The Ford Motor Company of Canada, Limited, has adopted a new policy.

Hereafter we will supply genuine Ford parts, not only to our regular Ford dealers, but to every reliable garage which is rendering service on Ford cars. Such garages will become authorized Ford Service Stations. They will display the Ford Service sign.

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The result of this change in policy will be an immediate benefit to Ford Owners.

Authorized Ford Service will be available everywhere.

Instead of 800 Ford dealers—heretofore the most complete service offered on any automobile manufactured in Canada—there will be approximately 3000 Ford Service Stations.

To get genuine Ford parts—and the Ford service expected from those parts—Ford owners will have only to look for the familiar Ford sign or the new Ford Service Sign.



When the Ford Service Sign is displayed it indicates that the garage owner has been authorized by this Company to render Ford service, and has agreed to supply only genuine Ford parts.

It will prove more than a convenience to Ford owners.

It will be a protection against the damage and expense he might incur through the use of inferior parts in his Ford.

## Look for the Ford Service Sign

# Ford Motor Company of Canada, Limited

## Ford - - Ontario

## REPUBLICAN L ASS

Nearly Every State Repro  
Committee Which W  
Probable Presidential

Chicago, Jan. 14.—Party leaders nearly every state arrived here to attend the meeting of the Republican National Committee tomorrow. The session will be in the nature of a political love feast at which a republican victory at the congressional elections last November will be canvassed and plans for the 1920 presidential campaign discussed. Practically every state will be represented by the national committee or proxy.

Although Chairman Hays declared that any discussion of candidates for president was premature, the president in informal conferences tonight, discussed probable candidates and issues. Among the men mentioned in the gossip were: Gen. Pershing, Wood, Senator Lodge, of Massachusetts, Senator Cummins, of Iowa, Senator Knox of Pennsylvania, Senator Harding of Ohio, William H. Taft.

## BRITISH-AMERICAN JEALOUSY MEREL IMAGINED BY FE

Britain Applying Her Gr  
Knowledge to Make Ide  
of Wilson Practicable.

Paris, Jan. 14.—To the surprise of many, to the discredit of a theory to the joy of all Liberals, America will count as heavily in the coming chamber as on the battlefield. So many will ask how it could be otherwise. Having said that, a Britisher may be permitted to say that this happy chance could have been obtained without the egoistic sympathy of our own Government and British public opinion. Only in such affairs is imagination. There is nothing but grateful recollection of the part America played, but England is not in the position of merely adopting American plans, either for the League of Nations or for any other part of the programme of the congress. Many official concerns and experts have been engaged for more than a year, with official encouragement, examining the subjects and the character of the American proposals. The day of the blind scepticism gone by. It is now only reason and criticism that will carry weight. Lord George is by now well known to the French public as a man of reason throughout the war with his decisive contribution of the British family to the Allied victory, giving him a commanding position. Quick imagination and sympathetic spirit make him a super-diplomat. It would be of that he is not at all challenging the old established methods of military power, root and branch.

For World Trusteeship.

It is practically certain that the first of the programme, both of preliminary and the definitive conference will be regarded in the light of the decision of the Allies and America to establish a world trusteeship of the smaller nationalities and a wiser executive to solve future international differences without war. This should be the first of the programme.

## LOOK AT CHILD'S TONGUE IF SICK, CROSS, FEVERISH

Hurry, Mother! Remove po  
sons from little stomach,  
liver, bowels.

Give "California Syrup  
Figs" at once if bilious  
or constipated.

