POOR DOCUMENT
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The Evening Times-Star

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ST. JOHN, N. B., NOVEMBER 11, 1924

IN BRITAIN.

Without Ramsay MacDonald as its leader, Labor in England would not have made anything like the advance it has recorded within the last few years. Those who assume hurriedly that because of the very great Conservative majority in the late election, the Labor cause is dead, or that it has encountered a disastrous reverse, have not studied carefully the progress of Labor since the nineties. Whether one's sympathies are Liberal, or Conservative, or Labor, the facts must be faced; and he who builds theories without an analysis of the election records in Great Britain within the last twenty or twenty-five years is building a house upon the sands.

When Mr. Baldwin selected Winston Churchill to fill the post of Chancellor of the Exchequer against the protests of Lord Beaverbrook and some other rather harsh critics of the new administration, he gave evidence of courage and of sterling character. The political situation this day in England is more interesting than it has been since the days just before the Boer War. The Conservative party, notwithstanding the great margin by which it now holds power, is nevertheless confronted with the fact that it must go forward or back in the matter of its policies. He would be blind who would say that Socialism in Great Britain is over and done with because of the seemingly decisive defeat which the MacDonald forces encountered a few days ago. In Socialistic circles, among those who admire and support Mr. MacDonald, the feeling is that their leader has lost a battle, but that the campaign is quite another matter, and that the campaign itself will not be decided for many years. What emerges chiefly is that Labor has become officially the opposition, displacing the Liberal party. Mr. Asquith for the time, or perhaps for all time, is set aside. Mr. Lloyd Goerge at the moment is a brilliant general without an army; but Labor has both a general and an army, and the army is made up, not of conscripts, but of volunteers devoted at heart to the cause, and committed sincerely to the success of the war, be it short or long. So, when Mr. MacDonald says, as he has said since the election, that he is not discouraged, and that Labor, having increased its popular vote by something like a million in the last contest, is still on the march, he speaks within the facts, and there are many who think that unless the Conservative party within the next few months shows evidence that it is creative and ready to break new ground, it will be courting the danger of a great reaction by the time the next general election rolls around. Judging by some of the London cables, Mr. MacDonald and some of his more influential lieutenants do not fear that the Labor cause has been seriously injured, even though the Russian treaty was obviously an error of some magnitude, but do fear that Mr. Baldwin may actually steal some of Labor's thunder and give the Conservative party the sort of leadership which would command increasing confidence and support in Great Britain and an enlarged respect in the Dominions overseas.

Already it is being predicted that Mr. Baldwin will break new ground, and in connection with this thought the appointment of Mr. Churchill bulks large. Mr. Baldwin is, by conviction, a protectionist. Not long ago he went on record as saying that the problems of unemployment, and those springing from unemployment, could be cured only by the protection of British industries, the guarding of the home market against the invasion of products produced more cheaply on the Continent, and by the gradual promotion of a trading trust within the British Empire. Mr. Churchill, who has been charged with being an opportunist, but whose brilliance of mind is everywhere admitted, has made in the course of his public career some of the most impressive free trade speeches in recent politics. In clearness of thought and in clarity of diction he is perhaps without an equal in British public life today. His acceptance of the new post he fills in the Cabinet is interpreted by some as meaning that he and Mr. Baldwin have found common ground with respect to the principal features of the new Government's policy, that protection for protection's sake has been definitely set aside for some time to come, that preferences for the Dominions may be worked out somewhat more progressively than was anticipated twelve months ago, and that in the matter of domestic policy new ground will be broken in a fashion to challenge the attention not only of Great Britain but of the whole British family all over the world.

Speculation on this matter holds a peculiar interest. Mr. Churchill's appointment as Chancellor of the Exchequer has aroused, or rather, has brought into the open, certain strong antagonisms. The Morning Post, the voice of Conservatism and of the landed interests, displays at once disgust and alarm. Lord Beaverbrook is openly hostile, and serves notice that he will be, through the Express, a severe critic of the ministry, no matter what its policies may be. There are many within the Conservative fold who regard Mr. Churchill with suspicion and dislike. Mr. Baldwin knows all that, but he is looking beyond tomorrow, and speculation as to what he intends to do includes the surmise that Mr. Churchill will be the spearhead of his advance, and that Mr. Baldwin, backing his Chancellor strongly, will himself take up the work of dealing with the "die hards," keeping them in line, suffocating any rebellion within the party, and convincing his following at large that it is wise to await the result of the policies upon which he and Mr. Churchill have agreed. Mr. Baldwin knows well enough that his great margin of power, impressive as it is, might easily be dissipated by any proof that the new Conservative regime is reactionary and nothing more. So it is predicted in certain quarters in London that the Prime Minister will give early evidence that his party has both vision and courage, and that it proposes to deal with troublesome domestic issues with vigor and vision, meanwhile pursuing a foreign policy that will be both firm and able, and that will tend to strengthen the cause of imperial unity in a degree that has not been in evidence since Joseph Chamberlain was at the height of his influence.

Mr. Churchill, as is known from a study of his public career, despises nothing as he despises the commonplace. He is not content to follow precedent; he has due respect for it, but his inclination is to establish new precedents, and to be looking always beyond tomorrow's sunrise. His enemies bring up his war record, and speak of what they term his failure, concerning Gallipoli chiefly. But we do not know what the course of war would have been had there been no Gallipoli expedition, just as we do not know what would have happened had that venture been more strongly backed, and had it been successful. This, at least, is known, that if it had been successful, the whole course of the war would have been altered. And this, too, is to be admitted, that it was Napoleonic in conception, and that a man of hesitating character, cursed with timidity in the face of great events, would never have launched it. And by these things many observers are disposed to measure Winston Churchill.

Mr. Baldwin at this day is confronted not by the old Liberal army, not by the old Liberal cause, which is temporarily in eclipse; Labor is the enemy to be considered, and to be analyzed with a view to the public interest. The Liberal party, whatever may be thought of its chances for revival, or survival, appears for the time at least to have done its work. It broadened the franchise, it introduced many popular reforms, it promoted and carried into effect measures which represent a modified socialism; it kept in advance of Labor for a time, but its radicalism was not sufficient to enable it to prevent Labor from winning away a great portion of its following. So today the trend of the more conservative Liberals is naturally towards the Baldwin camp, but the rank and file of Liberalism, in an extraordinary degree, moves into the Labor army. Mr. Baldwin knows that, and although Lord Beaverbrook describes him as a dull and commonplace leader, there is manifestly more prejudice than acumen in that estimate. The Baldwin-Churchill alliance is the proof that Mr. Baldwin is looking forward, and that he intends to occupy some of the advance ground upon which Labor has long had its eye. How far he will go in that direction is to be seen. His victory has steadied public opinion; no longer is there fear of socialism in its more extreme aspects, or of legislation subversive of the principles which are thought fundamental and essential to the safety of the country.

Because this is so, and because Mr. Baldwin, by reason of his very great majority, is in a position to make what ventures he may in the field of politics, a well informed portion of the London press is obviously expecting a new Conservative party, fresh and striking policies, which will be acceptable to a great body of Liberals who were disappointed in Mr. Asquith, who never had a very great affection for Mr. Lloyd George, and who would have liked to say to Labor, as was said after the battle of the Boyne, that if there could be an exchange of generals and another battle under the same circumstances, the result might be different.

Indeed, for both Great Britain and the Empire, the developments of the next few months must be of commanding interest, as they may be of far-reaching consequence.

The additional winter sailings announced today make welcome news, and indicate, too, that the Council and the Port Committee made no mistake in meeting the steamship companies half way. The way to get traffic is to get it.

"THAT HALIFAX ELEVATOR."

On another page of The Times-Star today there is reproduced a summary of an editorial from the Montreal Gazette, the caption of which is "That Halifax Elevator." In view of the recent discussion concerning the use of Canadian and American ports, and also because of the agreement reached by the Common Council and the Port Committee with reference to wharfage charges, and the expected visit of Sir Henry Thornton to St. John in the near future, the Gazette's examination of the Canadian traffic situation as affected by the Canadian National Railways is of much interest.

The Gazette, which has on various occasions devoted considerable attention to Maritime Province affairs, says in substance that if a new elevator is to be constructed at Halifax, as is believed to be the case, costing a million dollars or more, it should not be built to make political capital, and the Gazette appears to be in doubt whether providing additional facilities at the Nova Scotia port will in the end have any practical effect in diminishing the amount of Canadian traffic that goes to Portland over the C. N. R. In fact there runs through the Gazette article the suggestion that the contemplated expenditure at Halifax is born of politics rather than of sound transportation policy. This view may reasonably be challenged, for several reasons. It is true that the Gazette says, railway charges must be reduced before Canadian traffic can be diverted from Portland to all-Canadian routes, and we place that frankly to the credit of the Montreal newspaper. But the Gazette is scarcely justified in speaking pessimistically of the probable outcome of enlarged terminal facilities at Halifax or St. John. It says that "cost what it may, St. John and Halifax want the winter traffic of the National Railways," and it intimates that the Canadian taxpayer will have to pay the bills with little prospect of any return.

As a matter of fact it has long been evident that one of the pressing necessities in relation to the whole traffic situation is that the federal Government and the C. N. R. should arrive at a common policy concerning the part which the Maritime ever-open ports are to play in connection with national transportation. The people of the Maritimes do not say that the Canadian taxpayers should provide facilities at these winterports merely because the people of St. John or Halifax want them, but they do say that to provide such facilities is a movement toward carrying out the policy frequently and definitely announced by both of the old parties in Canada, that of all-Canadian transportation. The Gazette speaks of the greater cost of carrying traffic to St. John or to Halifax as compared with Portland, and it sees the necessity for a reduction of rates. It should see a little farther. It should dwell upon the value of the low gradients of the National Transcontinental, and it should inform its readers that a train going over the Transcontinental, with its four-tenths grade, would carry just about twice as much freight—given the same engine power—as would a train going from Montreal to Portland, because of the difficult grades on that line.

Aside from that, the question is: Is the Government sincere in its declared intention to utilize Canadian railways and ports up to the limit, and in its professed desire to handle the largest possible percentage of traffic through all-Canadian channels? It may well be thought that the announcement concerning the Halifax elevator is welcome evidence that the Government and the C. N. R. not only intend to enlarge terminal facilities at St. John and Halifax, but also are planning definitely to use those facilities up to capacity. This, of course, is the only sound policy. Traffic to a very much greater extent than at present can be held in Canadian channels, and it follows logically that the amount of Canadian traffic now going to Portland should be diminished very materially. We need not here enter into the question as to what would be the result of selling the railroad mileage which we own in the United States. That issue may wait. But it is generally known, and admitted, that the C. N. R., if it had independent terminals here, as it has at Halifax, would naturally be committed to the sound policy of greatly expanding the volume of import and export traffic handled at St. John after the close of the St. Lawrence.

It must be admitted, too, that this very question will stand out conspicuously during the election campaign which will begin in reality with the forthcoming session of Parliament.

If the Government proposes to route as much traffic as possible to St. John and Halifax, it naturally follows that it must provide terminal facilities adequate for handling that traffic with despatch. That is the logical inference, and there can be no mistake in believing that such a policy, boldly and consistently followed, would meet with prompt and general approval throughout Canada. The greater use of the Canadian winter Atlantic ports ought not to be a matter of politics, or of sentiment, but of sound business. The port of St. John, properly regarded, should fill a great place in any sound scheme of national transportation. Its value to the Dominion at large should be recognized, and at an early date a decision should be reached with respect to the construction of an elevator, piers, and other facilities in the Courtenay Bay area.

MRS. JEAN BLEWETT IS NOW CONVALESCENT

Mrs. Jean Blewett, a well known Canadian writer, who has been in Grace Hospital, Toronto, since July, when she was taken ill, left last week for Detroit, where she intends to continue her convalescence in company of her sister. Mrs. Blewett is the author of the following:

THANKSGIVING SONG.

Praise God for seed time and the spring,
For autumn and the garnering,
For all the glories harvest hours,
The golden fields, the sun, and showers!

Praise God for home—the shelter strong
When skies are grey, and nights are long;
For loyal hearts, and counsel wise,
For home and all home's tender ties!

Praise God for losses and for gain,
The year's full joy, the year's deep pain;
For tears to weep, and songs to sing,
For grieving and for comforting!

Praise God, nor let a doubt assail,
Seed time and harvest shall not fail,
Nor patient love, nor strength, nor stay;
Praise God today! Praise God today!

TEMPERANCE SONS ELECT OFFICERS

Lower Millstream, Kings county, N. B., Nov. 10—The annual session of the Grand Division of the Sons of Temperance of N. B. opened in the Temperance Hall here on Oct. 30, with Grand Worthy Patriarch Thomas A. Clarke in the chair.

It was recommended that a regular organizer be sought. The grand division would guarantee part of the salary of such an officer as soon as the national division secured him. Grand division was reported to have more than 800 members.

The finance and audit committees reported the grand scribe's and grand treasurer's accounts correct. The surplus was about $600.

Following officers were elected for the ensuing year: G. W. P., Calvin L. Taylor, Notre Dame; G. W. A., Joseph A. McKnight, Lower Millstream; grand scribe, H. H. Stuart, Petitcodiac (re-elected); grand treasurer, J. Irvine Blakney, Sunny Brae (re-elected); grand chaplain, S. C. Alward, Moncton; grand patron of young people's work, Mrs. Margaret R. Bailey, Shediac Road; grand conductor, William A. Harper, Middle Sackville (re-elected); grand sentinel, Charles Maxwell, Harrisville; past G. W. P., Thomas A. Clarke, Newcastle; grand organist, Miss Myrtle Johnston, Notre Dame; representatives to national division, past G. W. P.'s, Rev. W. J. Kirby, S. C. Alward, Moncton; E. S. Hennigar, E. W. Rowley, St John; James Falconer, Thomas A. C. Clarke, Newcastle; F. G. Moore, Shepody; P. G. W. A.'s, Harold C. Stothart, Ferry Road, Northumberland county; Mrs. W. J. Kirby, Moncton. Past grand patron, Miss L. Mae Kirby, Moncton. G. W. P., C. L. Taylor; G. W. A., J. A. McKnight; G. patron, Mrs. M. R. Bailey; G. scribe, H. H. Stuart; past representatives at large, Joshua Stark, Mrs. E. S. Hennigar, St. John. Representatives at large, Mrs. and Mrs. J. I. Blakney, Sunny Brae. Additional members of the executive, Rev. W. J. Kirby, A. C. Reid and H. C. Stothard.

A resolution was passed demanding that the governments concerned eliminate the element of profit in liquor sales so amending the present laws as to provide for the public sale at cost of all liquors and drugs capable of being misused, that are necessary for mechanical purposes, the sale to be in charge of salaried civil servants, the latter being relieved of the last touch of interest in the quantity of their sales by being guaranteed transfer to some other part of the civil service should the call for their work in selling liquor, etc., cease.

The halls and miscellaneous committee reported as follows: Re Bathurst hall, in favor of grand division retaining direct charge; recommending looking after the Louison property; offering to allow the trustees of Harvard division No. 1, St. Stephen, to devote half the proceeds of sale of Holland furniture to local charitable purposes, and highly commending Grand Patron Mrs. M. R. Bailey for her juvenile work.

The enrollment report showed an attendance of nearly Fifty delegates and a large number of visitors.

The next meetings will be held as follows: Semi-annual, at Newcastle, May 25; annual, at Baie Verte, on the last Thursday of October and the following day.

BAPTIST MISSIONS.

At the annual meeting of the Canadian Baptist Foreign Mission Board in Toronto last week Rev. Dr. Hutchinson, St. John; Rev. W. Camp, Campbellton; J. C. Mills, Sussex; D. C. Clarke, St. John; A. A. Wilson, St. John; Mrs. W. E. Clarke, Fredericton, and J. W. Spurden, Fredericton, were in attendance. Reports were presented from all sections, showing the work to be in a prosperous and growing condition. Rev. H. E. Stilwell, general secretary, outlined the work of the 11 months, and estimated that $213,203 would be required to meet all obligations for the ensuing year. Four missionaries on furlough—Rev. R. E. Gullison, Miss E. E. Farnell, Rev. John McLaurin and Rev. Clarke L. Timpany—addressed the board briefly. It was reported that seven missionaries are under appointment—Miss Ruth Johnston, Miss Mary Epp, Mr. and Mrs. E. L. Quirk, Mr. and Mrs. E. J. Church and E. O. Broughton.

An ingenious machine for pitching baseballs, which will throw any of the curves a man can throw, is operated by compressed air.

Letters to The Editor

SAFETY FIRST.

To the Editor of The Times-Star:

Sir,—'Tis said that alcohol will be the motor fuel of the future, but some drivers evidently are of the opinion that it is necessary to carry the alcohol supply in their stomachs, but gas and alcohol in this combination is a dangerous thing.

A horse, the noblest of the dumb animals and who would refuse liquor, had to be put out of existence on account of an alcoholic befogged brain attempting to operate a motor car.

The New Brunswick Automobile Association is doing a very commendable work (the writer is a member of that association) in placing warning signs on our many improved highways, and the safe and sane motorists are enabled to travel with a greater degree of safety through the medium of these signs.

The greatest curse, the most dangerous irresponsible, to those who wish to travel in safety is the drunken motorist. If it were such that the intoxicated driver would injure no one but himself "let him go to it," very few tears would be shed if he came to an untimely end but it is the innocent bystander, the dumb brute, the careful driver, who is at the mercy of these road maniacs.

Instead of seven days, make it seven years, give the offender a real good chance to sober up.

Some day, perhaps, some of these "right and left" drivers will walk the plank when an animal has been ushered into eternity that has spoken a language. The horse, now dead, was engaged in useful toil. The party responsible is in the toils getting over the results of his drunken spree.

Give these "incumbrances" a rattle to play with in the nature of a ball and chain fastened around their ankles. Don't allow them to play with powered cars when their brain is useless and the animal at the wheel is far outclassed by the animal in harness.

Yours truly,
SAFETY-FIRST MOTORIST.
St. John, Nov. 8.

TO TORONTO, DETROIT AND CHICAGO.

Best of Service Via the Canadian National Lines.

From all points in the Maritime Provinces there is the finest of train service via Montreal to Toronto, Detroit and Chicago.

The "Ocean Limited" and the "Maritime Express," between Halifax and Montreal, are superior trains of splendid all steel equipment, and the passenger is assured of a comfortable journey and the best of attention. The "Ocean Limited" connects every morning at Bonaventure Station with the famous "International Limited," the daily fast train de luxe leaving Montreal at 10 a.m.

The "Maritime Express" makes connections with the night trains leaving Montreal, all trains of fine equipment. There is no finer standard of service anywhere than that assured the traveler by the Canadian National Railways.

All ticket agents of the C. N. R. will furnish information concerning fares and will arrange all reservations. 11-12

Recognized.

Gentleman stranger (to lady in train)—"Excuse me, but haven't I seen your race before?"

Lady passenger—"Very likely; it's not the first time I've been out with it."

Let Your Electric Service do Your

Heating

Reflector Type Heaters

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"Electrically at Your Service."

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Made by Canadian Workmen of Canadian Clays With Canadian Coal.

WOODSTOCK G.W.V.A. CELEBRATES DAY

Woodstock, Nov. 10—Armistice Day was duly observed here today with ceremonies carried out at the soldiers' monument. Rev. W. B. Waddington, of Richmond, a veteran of the war, delivered a splendid oration. There was a very large turnout of veterans under command of J. J. Bull. The 67th band furnished music. A banquet was held tonight in the G. W. V. A. rooms, attended by more than 100 veterans. A long toast list was carried out and many notable speakers took part.

ACROSS CANADA VIA C. N. R. LINES.

"Continental Limited," the Train of Convenience and Travel Comfort.

Across Canada by National Lines the traveler enjoys ideal travel comfort.

There is the finest of service from the Atlantic to the Pacific. The "Ocean Limited" and "Maritime Express" between Halifax and Montreal are trains of the highest standard—all steel trains of superior equipment, hauled by the famous locomotives of the "6000" class.

From Bonaventure Station the "Continental Limited" leaves daily at 10.15 p.m. for Ottawa, North Bay, Winnipeg, Edmonton, Saskatoon and Vancouver. The traveler has the advantage of every possible travel comfort, and the best of attention and care en route.

Particulars re fares and routings can be obtained from any ticket agent of the Canadian National Railways, or by writing the General Passenger Department of the Railways at Moncton, N. B. 11-12

TO CALIFORNIA OR PACIFIC COAST.

Rail services of the Canadian National provide the highest standard of travel comfort for those whose desire it is to spend the winter in sunny California, or in British Columbia.

From the Atlantic to the Pacific the Canadian National Railways operate trains of the finest equipment—all steel trains with library cars, observation-compartment cars, standard sleepers, modern diners, tourist sleepers and spacious coaches. The services of the Canadian National are not excelled anywhere.

Two superior trains run from Halifax to Montreal—the "Ocean Limited" and the "Maritime Express."

From Montreal the famous "Continental Limited" leaves Bonaventure Station at 10.15 p.m. for Ottawa, North Bay, Winnipeg, Edmonton, Saskatoon and Vancouver.

From Montreal the famed "International Limited" runs daily to Toronto, Detroit and Chicago, leaving Bonaventure Station at 10 a.m. At Toronto connection is made with "The National" leaving Toronto daily for the Coast. There are optional routings to California points via Chicago.

To escape the rigors of winter, such a trip is desirable, and by the C. N. R. Lines it can be made a tour of delight, so excellent is the service given and the personal attention shown every patron.

Ticket agents of the Canadian National Railways will give intending travelers every information and arrange reservations, or one may write to the General Manager Department at Moncton for descriptive literature and full details of such a trip. 11-12

TOM SIMS SAYS.

Dreams may be suppressed wishes, as Freud says; but who ever wished the devil would chase him?

Nothing hurts your luck so much as thinking you haven't any.

It is a wise man who looks things over instead of overlooking things.

A good name, like great riches, is often faked.

Nerve is a funny thing. You have it with you until you need it. And then you lose it suddenly.

Many a supposedly good Christian cusses when his radio gives him a sermon instead of jazz music.

The world gets better. We saw a movie that didn't end with a kiss.

Most men want a heavyweight purse for a lightweight fight.

Work never hurts a man unless he keeps away from it.

A man in love will do anything, but he usually does nothing.

A man seldom turns over a new leaf until the old one is all smeared.

People who say nothing is impossible have never tried paying their bills without any money.

Nothing comes to him who sits down and waits.

A man who howls at everything is usually treated like a dog.

The millions of germs on money and in kisses never make a man refuse either.

The original name of the orange was "naranj," which is why they changed it.

Canned whale meat is being sold in Africa. The whales are always cut up, never being canned whole.

RAISE DISTURBANCE.

Newcastle, Nov. 10—Three young men, of Chatham Head, were summoned to appear before Police Magistrate Demers on the charge of causing a disturbance in Frasers Companies, Ltd., boarding house, Chatham Head, on Thursday night.

They appeared before Magistrate Demers Saturday. After the evidence was heard they were remanded until Tuesday for sentence.

A celluloid type of paint resembling enamel, dries sufficiently to be handled in 30 minutes.

THE PEOPLE'S POWER **HYDRO** AN ASSURED SUCCESS

Hydro rates are fair and sufficient and Hydro will soon be paying. That is the verdict of the Price, Waterhouse Co., an auditing firm which has a world-wide reputation. It is therefore silly to talk of Hydro losses.

HYDRO HAS SAVED THE PEOPLE HUNDREDS OF THOUSANDS OF DOLLARS

Use of Hydro will bring another reduction in rates.

Every Good Citizen is supporting St. John against Portland. Why fight your own City in competition with New York?

CONSIDER THIS SAVING WHICH HYDRO BROUGHT ABOUT

Druggist, 1 Year.

		Hydro Net	Power Co. Net Lighting Rates, 1921
November	450	$11.41	$45.23
December	609	13.56	58.11
January	356	10.14	37.02
February	369	10.32	38.25
March	297	9.35	31.45
April	274	9.03	29.27
May	237	8.54	25.78
June	229	8.43	25.02
July	145	6.95	17.01
August	182	7.79	20.58
September	265	8.95	28.43
October	378	10.80	39.10
Total	4291	$115.27	$395.25

Hydro is the Friend of Women. It has Lightened Housework.

Hydro Cooking is the Ideal Method—Costs $3 to $4 monthly.

USE YOUR OWN POWER

The Power Commission of The City of St. John

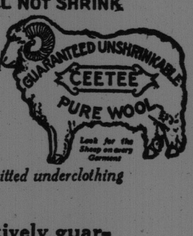
COLD BATH KILLS FISH.

Washington, Nov. 11—A cold bath can kill a fish, according to a report made by Professor Frank Smith of the University of Illinois to the United States bureau of fisheries. Professor Smith conducted his experments in one of northern Michigan's small lakes, where the water does not circulate and consequently becomes very cold in various deep parts.

A newly developed brake for sleds does away with much of the danger of coasting.

"CEETEE"
THE PURE WOOL UNDERCLOTHING THAT WILL NOT SHRINK

Why it is different



This sheep on knitted underclothing signifies:—

it is positively guaranteed NOT TO SHRINK and any garment that does will be replaced free of charge—it retains its softness and shape no matter how often its washed.

For COMFORT, wear

Turnbull's (Knitted) Underclothing

a truly Canadian product of 60 years reputation and a quality, unexcelled by even the best imported.

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FOR LADIES
Buy 'CEETEE' No. 225—a beautiful, pure white wool combination or
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FOR MEN
Buy 'CEETEE' No. 220 finest, softest of pure wool, finely knitted, or
'CEETEE' No. 432 a 'de luxe' garment of wool and cashmere—nothing nicer made.

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