

The Evening Times and Star

ST. JOHN, N. B., DECEMBER 27, 1917.

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PROVINCIAL POLITICS.

It will be necessary to demonstrate that the gentlemen who desire a union government in New Brunswick have experienced a great change of heart before the people will be led to regard the proposition with favor.

AN INCOMPLETE REPORT.

A committee of the board of trade, appointed to inquire into the question of the proposed increase in rates by the New Brunswick Power Company, has submitted its report.

Of course this is not all the board of trade proposes to do in a matter which so vitally touches the interests of the public.

Of the vote against conscription in Australia a Melbourne cable says:—It is believed that the majority against conscription is largely due to the solid vote of the labor unions, smarting under the recent strike defeat.

The United States government has taken over the railroads and the railroad companies heartily agree.

The Bolsheviks are not finding it plain sailing in Russia.

The retirement of Sir John Jellicoe, and the appointment of Sir Roslyn Wemyss as first sea lord is said to foreshadow a more aggressive campaign against the submarine.

This evening's reception to Hon. F. B. Carvell in the spacious rooms of the Elks Club will be informal and participated in by the citizens generally.

They will soon have nine cent sugar in the United States, with all the refineries at work.

INCREASE OF 100 PER CENT. IN TUBERCULOSIS MORTALITY

London, Dec. 27.—Tuberculosis mortality in the Central Empires shows a terrible increase during war, according to official statistics.

Figures for Vienna show an increase of 98 per cent. for Prague 72, and for Budapest 100.

The continuous decrease of nutritious food and fats in the Central Empires is a more potent cause of these appalling figures than the actual privations of the battlefield.

ALMANAC FOR ST. JOHN, DEC. 27. A.M. P.M. High Tide... 10.13 Low Tide... 5.07 Sun Rises... 8.10 Sun Sets... 4.40 Time used is Atlantic standard.

LIGHTER VEIN

In the Old Cottage. Derrigan lived in an old cottage which stood in a field near the high road to Dublin.

One day the water main burst, flooded the cellar and drowned the hens. Derrigan immediately put in a claim for damages.

"I got me money from the district council," he called to her. "Did you, then, Mr. Derrigan? It's glad I am. How much did you get?"

"Two pounds." "Glory be! An' hev' you the money?" "I hev not, but I had it."

"What did you do with it?" "Sure, I bought two pounds' worth of ducks wid it."

Had Saved Money. The exile had saved a bit of money, and came back to his native land for a holiday.

"Just before I came back," he mentioned modestly, "I won a gold medal for a hundred yards' sprint."

"Good for you," said his old friend. "I've got some trophies, too. I've gold medals for the half mile, the mile, and the five-mile races; five silver cups for swimming; a marble clock and some more cups for cycling, and two or three belts for boxing and wrestling."

His old friend stared at him in amazement. "Share," he gasped. "It's the champion athlete you are intirely."

"Not at all," was the grinning reply. "Not at all, my boy. I keep a pawnbroker's shop."

First Boarder—I can't think how it is you manage to fare so well here. I've industriously made myself pleasant to the landlady and her daughters, and yet I'm half-starved.

Second Boarder—Try the cook—Passing Show.

Manager—What's the leading lady in such a tantrum about? Press Agent—She took only nine bouquets over the footlights tonight.

"Great Scott! Isn't that enough?" "No. She paid for ten."—London Fun.

NOSE CLOGGED FROM A COLD OR CATARRH

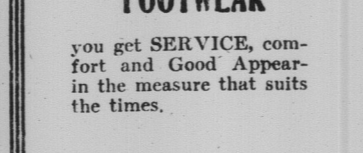
Apply Cream in Nostrils to Open Up Air Passages.

Ah! What relief! Your clogged nostrils open right up, the air passages of your head are clear and you can breathe freely.

Don't stay stuffed up! Get a small bottle of Ely's Cream Balm from your druggist now.

Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every slit passage of the head; soothe and heal the swollen, inflamed mucous membrane, giving you instant relief.

Ely's Cream Balm is just what every cold and catarrh sufferer has been seeking. It's just splendid.



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Foley's Stove Linings THAT LAST TELEPHONE MAIN 1601 Don't Let The Fire Burn Thru to The Oven

FELT LIKE A NEW PERSON

After Taking Only One Box Of "Fruit-a-lives"

East Ship Harbor, N. S. "It is with great pleasure that I write to tell you of the wonderful benefits I have received from taking 'Fruit-a-lives'."

For years I was a dreadful sufferer from Constipation and Headaches and I was miserable in every way.

"Fruit-a-lives" and the effect was splendid. After taking one box, I feel like a new person, to have relief from those sickening Headaches."

Mrs. MARTHA DEVOLFE. 50c. a box, 6 for \$2.50, trial size, 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

FALLEN HEROES OF HIGH REPUTE

On Land and Sea Sportsmen Add to Britain's Honor Roll

(Special Cable to The Toronto Globe.) London, Dec. 21.—The lull in the fighting on the Western front has brought an appreciable falling off in the casualties amongst British sportsmen, but several well-known names are included in the latest list issued.

Lieut. B. A. Boyton, killed, was a prominent member of the London Rowing Club, and rowed in the eight at Henley and at many other regattas.

Capt. George N. Berney, killed, was the well known Old Hallbury and Harlequin Rugby footballer. He recently won the divisional heavyweight boxing championship.

Capt. L. S. Ward, Price of Cambridge and Lieut. A. P. Beer of Oxford, both of whom represented their universities in the boxing ring, have been killed in action.

Lieut. C. G. O. McAndrew, killed, was a well known gentleman rider and polo player. He won a number of races over the sticks.

Capt. A. T. Richardson, killed, rowed in the boat at Eton and captained Exeter College B. C. at Oxford, and whipped in to the College Boatmen's Regatta.

Brig-Gen. C. F. Watson, wounded, was a fine all-round sportsman, and excelled at hunting, polo and as a point-to-point rider.

He won the Staff College, Hampshire Hunt and Borden Garrison lightweights.

A Highgate Harrier Hero. Pte. P. M. McLaren, the famous Highgate Harriers' sprinter, has been killed in action.

He was a regular competitor at Metropolitan meetings for many years, and among the events he won was the South London Harriers' sprint at the 1907 autumn meeting.

At the 1908 meeting, he won the 100 yards, 200 yards, 400 yards, 800 yards, 1,000 yards, 1,200 yards, 1,400 yards, 1,600 yards, 1,800 yards, 2,000 yards, 2,200 yards, 2,400 yards, 2,600 yards, 2,800 yards, 3,000 yards, 3,200 yards, 3,400 yards, 3,600 yards, 3,800 yards, 4,000 yards, 4,200 yards, 4,400 yards, 4,600 yards, 4,800 yards, 5,000 yards, 5,200 yards, 5,400 yards, 5,600 yards, 5,800 yards, 6,000 yards, 6,200 yards, 6,400 yards, 6,600 yards, 6,800 yards, 7,000 yards, 7,200 yards, 7,400 yards, 7,600 yards, 7,800 yards, 8,000 yards, 8,200 yards, 8,400 yards, 8,600 yards, 8,800 yards, 9,000 yards, 9,200 yards, 9,400 yards, 9,600 yards, 9,800 yards, 10,000 yards.

Bobbie Atherton Lost at Sea. Bobbie Atherton, the famous Scottish soccer international player, has been drowned at sea while serving on a merchant vessel.

He was with the Hibernians when they won the Scottish Cup in 1902, and later joined Middlesbrough for whom he made a great name for himself in the forward line.

Stanley Passackerley, the Sheffield United Cup winner, was blown to pieces by a shell from the Germans.

Kent lost two of their greatest players in Kenneth Hutchings and Blythe, both having had the honor of playing for England in the test matches on many occasions.

Blythe was considered the finest left-handed bowler in the world. One of his best seasons was in 1909 when he captured 215 wickets with an average of 14.54.

In 1907, playing against Northamptonshire, he took seventeen wickets in one day for only forty-eight runs.

U. S. BUILDING SHIPS RAPIDLY

Government's Building Programme Already 18.2 Completed—Pressure Applied

Washington, Dec. 27.—The government's shipbuilding programme on December 15 was 18.2 per cent on its way to completion, as disclosed in an analysis of statistics supplied by the shipping board to the senate commerce committee investigating progress of the work.

The programme, calling for 8,246,808 tons of shipping, is divided as follows: Wood and composite vessels, 437 of 1-537,900 tons, 10 per cent completed; requisitioned steel ships, 431 of 3,056,008 tons, 39 per cent completed; contract steel ships, 327 of 3,638,400 tons, 4 per cent completed.

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Table with 2 columns: Chain size and Price per pair. 30"x3 1/2" Per Pair \$5.00, 32"x3 1/2" Per Pair 5.50, 34"x4 Per Pair 7.00, 36"x4 Per Pair 7.50, 35"x4 1/2 Per Pair 8.00, 36"x4 1/2 Per Pair 8.00, 37"x4 1/2 Per Pair 8.75, 36"x5 Per Pair 9.00

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High above the lines these daring aerial warriors are in constant communication with the commanders on the ground, guarding our troops and exposing the secrets of the Hun.

Greater scope for individual bravery and initiative could hardly be imagined.

There are opportunities for young men to achieve greatness very rapidly in the Air Service. A clear brain, a sound physique, a keenness for achievement, a fair education—are the essential qualifications.

Young men accepted as cadets receive \$1.10 per day during their period of training for commissions as flying officers.

Class 1 men under the M.S. Act are eligible for the Air Service. Men 18 to 20 years of age who wish to enroll as cadets should apply personally or in writing to one of the following addresses:

Imperial Royal Flying Corps

Recruiting Office: 25 Tramway Building, HALIFAX, N.S. ST JOHN—E. A. Schofield, Esq.; CHARLOTTETOWN—F. W. Hyndman, Esq.; Pres. Queen's Co. League; HALIFAX—Lieut.-Gov. Grant (Hon. Chairman); MONCTON—Mr. Epice; D. MacGillivray; AMHERST—Mr. D. Crawford; SYDNEY—E. T. Keen, Esq.; YARMOUTH—Frank Allen.

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Distinctive in Taste Perfectly Pure Scrupulously Clean

The vessels will be built, or work done towards obtaining engines, boilers and other equipments. Of 379 wood hulls contracted for, keels have been laid for 166, of which 180 were laid down in yards which did not exist when the contracts were let. The wooden hulls were ordered from 72 yards, of which 51 have been built from the ground up since the contracts were let.