

### Suffered Three Weeks With Chapped Hands. Sore and Unsightly. Cuticura Soap and Ointment Healed.

Above are extracts from a signed statement recently received from Miss Gladys Hambleton, Roxton Falls, Que., Nov. 29, 1916.

How much better to prevent such suffering by using Cuticura for every-day toilet purposes, the Soap to cleanse and purify the pores, with touches of Ointment now and then as needed to soothe and heal the first signs of eczema, rashes, dandruff and pimples. You will use no other once you try these super-creamy emollients.

For Free Sample Each by Mail address post-card: "Cuticura, Dept. A, Boston, U. S. A." Sold everywhere.

### Two Breakwaters Greatly Needed

The opinion expressed by Captain A. J. Mulcahy, at the board of trade meeting on Monday evening with respect to the imperative need of preventive measures to overcome the underflow which at present threatens two of the new piers at West St. John, has been echoed by other well known shipping men, and they say, without hesitation, that the present greatest need of St. John's work will do away with this undercurrent and that this can very easily be accomplished by the construction of two breakwaters. Until this work is done, they said, it is useless to look for satisfactory results from any of the new piers which have been erected during the past few years. These piers are already showing the effects of this underflow and action is necessary before conditions grow worse.

Asked as to how this could be done, Captain Mulcahy said that the Negropont Point breakwater should be extended to Partridge Island thereby effectively sealing up the northwest passage which is today of no use for large vessels. In addition to this a breakwater should be extended eastward, from Partridge Island to the bell buoy, situated at the end of the foul ground there. This work could be easily done as this foul ground is exposed at low water and could very easily be built on as the foundation is already there.

### ORGANIZATION FOR WIN-THE-WAR WORK

The final move in the initial step in the "Win-the-War" convention was made yesterday afternoon at a meeting of the executive committee at the board of trade rooms.

R. O'Leary, president, and F. M. Thomson, of Hillsboro, was appointed secretary. The meeting arranged that the representatives from each county select the full representation from their respective counties to attend the big convention at Montreal in the near future. A resolution was passed to the effect that should the representation of any county be less than the required number that Mr. O'Leary be given power to add to the delegation any men he saw fit, so that the New Brunswick body would not be deficient in the matter of numbers.

A central committee from the city of St. John, consisting of fifteen gentlemen, was appointed with C. B. Allen as secretary, to handle the executive work of the provincial delegation. A vote of thanks was passed and presented to Lieutenant-Colonel Kelly-Evans, of Toronto, for the excellent address delivered yesterday morning before the convention.

Lieutenant-Colonel Evans left last night for Halifax, where he will address a "Win-the-War" convention in the Nova Scotia capital similar to that held in this city yesterday.

The central committee of St. John is composed as follows: James F. Robertson, M. G. Teed, L. P. D. Tilley, C. B. Allen, Mayor Hayes, M. E. Agas, E. L. Rising, John Keefe, Trades and Labor, H. P. Robinson, E. S. Schofield, A. H. Wetmore, E. War Veterans, A. O. Skinner, General McLean.

Ottawa, March 6.—By an order in council passed last week under the provisions of the Canadian Northern Railway Act of 1914, the Canadian Northern Pacific, the Canadian Northern Western and the Canadian Northern Saskatchewan companies' lines have been declared "works for the general advantage of Canada," and thus brought under the complete jurisdiction of the Dominion Railway Board in respect of rate control, etc.

### WHY GERMANS HAD TO RETREAT

New York, March 6.—A news despatch published here today follows:

With the British Armies in France—One reason why the Germans retreated along the Aisne was because they were fast becoming a garrison of gibbering lunatics. Their position had become hideous, mud-bottomless in places—and the ceaseless pounding of the British guns, had turned their position into pits too horrible for human nerves to stand.

London, March 6.—"Last night further progress was made by our troops northwest of Ires and north of Puisieux-Au-Mont," says the official report from British headquarters in France tonight.

"We raided the enemy's trenches east of Bouchavesnes early this morning. Later the enemy was seen massing for a counter-attack on the trenches recently captured from him in that area, and was dispersed by our fire."

Petrograd, March 6, via London, 6:10 p. m.—Further successes for the Russians operating against the Turks in Persia where Hamadan recently was taken from the Ottoman forces, are announced in today's war office report. The Russians are advancing southwest of Hamadan, attacking the Turks on the Asadabad summit, and have the hostile forces in retreat in both the Bijar and Dowlatabad regions.

### STEAMER WON TWO HOUR FIGHT WITH SUBMARINE

Boston, March 6.—A running fight in the English Channel on Jan. 31 between a German submarine and the British steamer Foyle, in which fifty shots were exchanged, two of which struck the Foyle, was described by Captain James Evans, of the steamer, upon her arrival today from Liverpool. The engagement took place while the Foyle was on a voyage from Liverpool, where she had discharged a cargo from Portland (Me.).

One shot from the submarine tore a hole through the upper deck of the Foyle, and another struck the port side, grazing the bridge and scattering fragments at the captain's feet. The Foyle, which carries a 47 gun, mounted aft, returned the fire and the chase continued for more than two hours. The submarine finally submerged.

### PREVENTION OF COAL SHORTAGE

(Commission of Conservation Bulletin.) This winter we have had a coal "famine" and that suffering has accompanied the shortage of this necessity is undeniable. The average citizen has a notoriously short memory, but now is the time to impress upon him that, in many cases, the suffering was due to lack of foresight. In Canada many people buy in small quantities—often only one ton. If, for any cause, there is a shortage of coal, improvident householders demand that the coal dealers do the impossible, namely, that they supply fuel that is unobtainable. Whereas, had they purchased their coal in the summer or autumn, there would be ample supplies available.

While some large consumers, such as manufacturers, cannot store a six months' supply, most householders can, with their present bins or with enlarged bins, store coal to meet their requirements till March or April.

In recent years, we have had two coal "famines," first in 1901-02, the year of the coal miners' strike, and, second, this year, when the severity of the weather and the extraordinary prosperity in the United States caused an unprecedented congestion of freight. A survey of conditions in the United States demonstrates that in the future there will be more

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