

The Evening Times and Star

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THE PEOPLE AWAIT

The careful housewife must regard with alarm the daily increase in the prices of necessities. These she must provide out of the government pledges which the man of the house brings home of a Saturday night, or a Friday if it may be.

It is of necessity that the women and children of Canada, of St. John, bear so great a part of the burden of war?

London announcement of yesterday giving to German submarines the record of seventeen more vessels sunk adds to the belief that the sink-them-all policy has triumphed in Germany and that ruthless war at sea is to be waged in hope of crippling transport of supplies for Britain and her allies.

There are some who are growing wealthy out of the needs of the people and the circumstances of the hour. But is it all just? An anxious and expectant public awaits further action at City Hall.

If this problem is to be looked squarely in the face a line must be drawn clearly between local conditions which are subject to local control on the one hand and general conditions which no civic or municipal action can affect.

Another day nearer the crisis in Greece.

City Hall, of course, should investigate local conditions in order to ascertain how much can be done by purely local authority, and how much can be accomplished by utilizing the round-about machinery which the Federal government has placed at its disposal.

At a subsequent performance the Duke and Duchess of Connaught were present and complimented Major Regan and Sergt. Roberts on the excellence of their performance.

NORWEGIAN REACHING OUT FOR WORLD TRADE

Two Hundred Vessels Being Built for Them in United States.

New York, Nov. 27.—Christoffer Hannevig, a prominent ship owner of Norway, arrived here this week on the Danish vessel Frederik VIII for the purpose, he said, of looking over the hundred of more freight steamships, ranging from 2,000 to 12,500 tons, being built in American shipyards for interests represented by him.

He asserted that as many more ships for other Norwegian interests are under construction here, and confirmed reports that a company of his countrymen is planning to start a line between Pacific ports and the Orient.

Other lines, he added, would be started by Norwegians between United States and South American ports.

BUILDING NEW SHIPS. A bulletin issued by the United States Department of Commerce, giving statistics of shipbuilding in the United States and Great Britain during the nine months ending in September, has created the impression in some quarters that the Americans are rapidly catching up with the British in this line of industry.

It gives the number of ships "under construction" in the United States as 417, with a total of 1,454,270 gross tons, and in the United Kingdom as 469, with a total of 1,780,016 gross tons.

In other words, only sixty-two more vessels, with a gross tonnage of 334,784, were under construction in British shipyards than the Americans were building.

But the figures will bear examination. To begin with, a careful study of the bulletin reveals the fact that seventy of the American vessels, with a total of 216,045 gross tons, were designed solely for service on the Great Lakes.

Secondly, while the figures for Great Britain represent only vessels on which work has actually begun, the figures for the United States represent all vessels planned for this year, whether they have been laid down or not.

Several of them have not been started yet. And further: of those vessels being built in the United States, and not designed for the Great Lakes, a large number—probably half—are for American coastwise service only.

This reduces the American record for ocean-going vessels materially; for practically all of the British vessels are for deep water traffic. It must be pleasing and encouraging to the people of the United States to learn that their coastwise fleet is increasing so rapidly—for it means that their coastwise commerce is increasing also—but it is obvious that this alone never will restore the United States to the proud position she once held as a great shipping power.

Nevertheless she is making progress, and, if the war lasts long enough, the next year's figures—and the next—are likely

to be more favorable from the American point of view.

The bulletin gives other statistics that are of striking interest at this time. For example, it shows that the Allied countries and the United States, as well as Norway, Denmark, and Holland, have felt a tremendous advance in their ocean borne commerce since the beginning of 1916.

The British increase during the nine months to September was more than \$988,000,000, the total value being \$1,882,000,000. French commerce increased from \$110,000,000 to \$179,000,000. The gain in trade under the Italian flag was from \$77,000,000 to \$116,000,000.

As usual, Japan was not to be outdone, and her trade showed an expansion from \$98,000,000 to \$144,000,000, or about 260 per cent.

Notwithstanding Norway's disastrous losses from submarines, her increase was from \$145,000,000 to \$223,000,000, approximately fifty per cent.

The American increase was from \$236,388,000 to \$451,297,000, or roughly seventy-six per cent.

These are remarkable gains, but they are likely to be surpassed during the next nine months, whether the war goes on or not.

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ON THE TIGRIS

(From The London Poetry Review.) Here, in the dim grey dawn, 'neath the rushing of myriads of sea fowl, Hurling in shadowy ranks out to the breast of the deep—

Here, where the curlew's cry wails out o'er the desolate mud flats, Mingled with clamorous gulls, calling each other from sleep.

Here, where the red rose climbs on the golden lattice of Eos, When the first sunny smiles o'er the glistening foam—

Here, 'mid the great bare flats where the dunlin pipes and the redshank, Here is the heart of the wilds—here, O my heart, is thy home.

LIGHTER VEIN

Johnnie on The Spot. The young teacher had been having a trying time with her nature study class because Johnnie had discovered he knew more than she did about birds and frogs and had assumed a derisive attitude in consequence.

"Excuse me, Sir, I have something belonging to you. Knowing you to be the author of the play, I took the liberty at the beginning of the performance of snipping off a lock of your hair. Allow me to return it."

Looking Ahead. The lady visitor was kindly and well meaning. As she chatted with a principal who had been sentenced to six months' imprisonment, she thought she detected signs of reform in him.

"Oh, yes, ma'am," he said hopefully. "I've got the plans of two banks and a post office."

The women in several cities in the United States are themselves taking up the high cost of living by instituting the boycott. Already it shows signs of being effective.

The recruits are not coming fast enough—far from it.

The turn must come soon indeed if Roumania is to be saved.

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Rowe Calks. Prevent Accidents to the horse and eliminate annoyance and loss due to delays—Save time and money. Rowe Calks stay sharp a long time and when they wear out can be replaced with a complete set of new ones in fifteen minutes.

IMAVITY & SONS LTD. Don't Let Cold Weather Catch You Napping! With the thought of cold weather comes the query—"Is my heating stove in condition to do the work this winter?"

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COAL and WOOD. Directory of The Leading Fuel Dealers in St. John.

COAL. Lyken's Valley Egg for Furnaces. An excellent substitute for Scotch Anthracite. All sizes American Hard Coal and best grades of Soft Coal always in stock.

MINUDIE COAL. The Soft Coal that lasts, can be bought where you get the dry wood. From A. E. WHELPLEY, 240 Paradise Row, Phone M. 1227.

TWO DWELLINGS WERE DESTROYED BY FIRE. Two dwellings in Cranston Avenue were destroyed by fire at an early hour this morning; one was owned by C. J. Wilson and the other by George Stevens.

Met Heroic Death in Daring Quest. Canadian Officer Killed in Attempt to Obtain Information From Enemy—Barrage Was Crossed.

THE BREAD PROBLEM is not a problem in the home where Shredded Wheat is known. The whole wheat grain is the real staff of life, and you have it in Shredded Wheat Biscuit prepared in a digestible form.

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