

Tired Nerves

T IRED out after sewing! What a common experience, whether the work is done by hand or machine. It is not so much on account of the muscular exertion as because of the strain on the eyes.

You feel tired all over, because the nerves are exhausted. The optic nerve, which controls sight, is extremely sensitive, and when in constant use consumes nerve force at a tremendous rate. If the nervous system is not in good, healthy condition this strain is more than you can stand, and you have headaches, and feel all tired out.

Many people feel the same way after a shopping tour, from riding on a train, or doing any work which requires the continued use and focusing of the eyes. Many are wearing glasses when what they really need is a nerve restorative, such as Dr. Chase's Nerve Food, to build up the exhausted nervous system.

By supplying to the tired, wornout nerves the elements from which new nerve force is created Dr. Chase's Nerve Food reconstructs the wasted nerve cells. Headaches, dizzy spells, sleeplessness and tired feelings soon disappear, and you find yourself feeling better in every way.

It is worth your while to give this treatment a thorough trial, for the whole system is benefited, and the results are lasting.

Dr. Chase's Nerve Food

Dr. Chase's Medicines sold by Druggists and Dealers all over Newfoundland. For wholesale price-lists and samples write
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Hit the Trail of the Caribou, And make your people proud of you!



THIS SPACE GIVEN TO THE REGIMENT BY AYRE & SONS, Ld.

Decision in Imo Mont Blanc Cases.

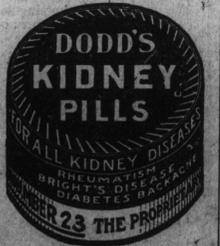
Judge Drysdale Finds The French Ship Solely to Blame For the Collision.

Mr. Justice Drysdale yesterday filed his decision in the Imo and Mont Blanc cases in the Admiralty Court, finding the Mont Blanc solely to blame for the collision which caused the great explosion on December 6th. The decision was as follows: The actions here are being tried together, viz. the claim vs. the Imo now lying in the harbor and the counter-claim vs. the Mont Blanc. The circumstances attending the collision of these two ships were investigated before me, assisted by two of the best nautical assessors in Canada, and by common consent the evidence adduced on the investigation is to be considered the evidence in this case. The only attempt to vary the evidence in the investigation is that of one Makinney, called on the trial herein. As to Makinney's evidence, I have only to say that he did not impress me as throwing any light on the situation. His manner was bad and his matter worse. In short, I did not believe him, although he professed to be an eye-witness of the collision. I am

convinced that he did not add any light to the controversy. He failed to convince me that he knew what he was talking about. Notwithstanding he professed to be an eye-witness to the collision, I am quite sure he could not place the point or place of collision within one-half a mile of the actual place of occurrence. I think this man was a belated occurrence in the inquiry and came with a story the result of instruction, and that on behalf of the French ship. I do not believe him. As to fault or blame for the collision, I am of opinion that it lies wholly with the Mont Blanc. Once you settle where the collision occurred and I think it is undoubted that it occurred on the Halifax side of mid-channel, you find the impossibility of the story of Pilot Mackey. Even if you say mid-channel, the story of the French ship is absurd. The fault, to my mind, appears to have been the result of the last order of the Mont Blanc when being in her own waters on the Dartmouth side she took a starboard helm and reached for the Halifax wharves, thus throwing herself into the bow of the outgoing ship Imo. Why this order was given, I know not, but I feel sure it was gross negligence, and in so thinking I am supported by the advice and opinion of both nautical assessors.

The order for a starboard helm and to lay a course suddenly across the harbor was justified by the officers in charge of the Mont Blanc as an emergency order to prevent a collision, but, taking into consideration the then position of the two ships, this claim will not bear investigation. I find the Mont Blanc solely to blame for the collision. I refer the question of damages to the Registrar and two merchants.

Everything must be shiny, according to new millinery fashion. Chantilly, Brussels, embroidered net and fllet are the popular laces.



Haig Summons Sir Henry Rawlinson.

With the superseding of General Sir Hubert Gough as commander of the British Fifth Army in France, a brilliant reputation goes into eclipse. It may be only partial, but the demotion of General Gough is notice to the British forces that the High Command must be equal to any emergency or pay the penalty of failure, as a regimental officer would have to do. Sir Hubert Gough's line did not hold fast in the opening stage of the great battle. There was no panic, no faltering, among the men; the Fifth Army was not led and held with the skill that its commander had displayed on other occasions. There came a time when something more than a retirement in good order seemed to be imminent, as if from an attack prepared for.

At the critical moment Temporary Major General Sandeman Carter, previously unknown to fame, collected a scratch force in the rear—not supposed to be first class fighting men, for there were signallers and even non-descripts in it—pushed to the front, and saved the day. Byng with the Third Army held fast, like the bullock he is—he has often done it before—but Gough did not live up to his reputation. It seemed to be a solid reputation for so young a commander of a great British army; he is only 47 years of age. In his report of the battle of the Somme, Field Marshal Haig, speaking of Sir Henry Rawlinson of the Fourth Army, and Sir Hubert Gough, of the Fifth, said:

"It is impossible to speak too highly of the great qualities displayed by these commanders throughout the battle. Their thorough knowledge of the profession, and their cool and sound judgment, tact, and determination proved fully equal to every call on them. They entirely justified their selection for such responsible commands."

Sir Hubert Gough had been rapidly promoted. Not long before the war he was Colonel of the 16th Lancers. He crossed over to France with the "Old Contemptibles" as a brigade commander. In the first battle of Ypres he led the 2nd Cavalry Division, and at Klein-Zillebeke was almost overwhelmed by superior numbers, holding on until the 7th Brigade of General Byng's 3rd Division came to his relief. But every British command was in trouble at Ypres when Sir Henry Rawlinson has said, "It was left to a little force of 30,000 to keep the German Army at bay while the other British corps were being brought up from the Aisne." Rawlinson's 7th Division lost 256 officers out of 400 and 9,664 men out of 12,000.

General Gough in the retreat to the Marne (later in the Somme) distinguished himself by charging and routing with heavy loss a strong column of Uhlans of the Prussian Guard between St. Quentin and La Fere, and was thanked by Sir John French in his dispatches. In the battle of the Aisne the Waterford Irishman won more laurels. When the battle of the Somme was planned Sir Hubert Gough had made such a reputation that his desertion called for still further promotion. Marshal Haig made him commander of the Fifth Army, a great honor for a soldier well under 50.

The recall of Sir Henry Rawlinson from the Versailles War Council will please the rank and file. His selection in a great emergency will be commended in England. Although only 54, (older in the eyes of the rank and file) he has since he received his first commission. He was held in high esteem by Kitchener, under whom he served in the Sudan and the Boer war. Like other British officers who have had high command in the great conflict, Haig, Allenby, Byng and Gough, Sir Henry Rawlinson is a cavalryman. From the time he landed in France with an expeditionary force, too late to save Antwerp, he has never failed to display the finest qualities of leadership. There is not a braver and cooler officer in the British Army, and he always has his wits about him. His steadfast courage and habitual cheerfulness make him a great favorite with his men. He will hold any line if it is humanly possible. He is the kind of General for whom Tommy Atkins always has a nickname. Rawlinson is rated second to Sir Douglas Haig as a competent tactician and leader. It seems likely that there will be other changes in the High Command. England must have the services of her best in the greatest crisis of the war, and the commanding General fortunately has the moral courage to change his lieutenants.—New York Times.

Rheims Cathedral.

Cardinal Lucien Deles Enemy's Brass-Inventory. His Eminence Cardinal Lucien, Archbishop of Rheims, has issued an indignant denial, as he has frequently done before in the course of the war, of a late German report of French military observations taking place from the cathedral. The Cardinal says: "There is not, nor has there been previous to the German entry into Rheims on September 4, 1914, either optical, wireless, or any other military installation on the Cathedral that might have been mistaken for an observation post. Lately a few workmen have been employed on conservation labour there. Until last spring no work of preservation had been undertaken, in order to avoid giving the enemy artillery an excuse to fire on the Cathedral. The April, 1917, bombardment caused such grave damage to vaults and windows that visitors expressed much astonishment that nothing had been done to save the remains of windows and paintings. A small number of men were set to work in May, 1917, to save the remaining fragments of the thirteenth and fourteenth century stained glass. They are now

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Ladies' High Grade Fine Quality Black Hosiery, only **18c.** per pair.

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Special 2:
Ladies' Extra Fine Tan Hose, now **25c.** per pair.

LINE UP FOR OUR GREAT WEEK END HOSIERY SALE!

Ladies' HOSE! Children's HOSE!
Wonderful Values at Wonderful Prices.

Ladies' Seamless Cotton Hose, in Havana Brown, pair 30c.	Ladies' Black Seamless Mercerized Hosiery, our very special, pair 25c.
Ladies' Full Fashioned Berkshire Tan Hosiery, reliable dyes, pair 45c.	Ladies' Fast Black Seamless Hose, pair 30c.
Ladies' Fibre and Pure Silk Black Hose, pair 75c.	Ladies' Black Hosiery, warranted seamless finish, pair 35c.

Very Special High Grade TAN STOCKINGS for the Children, from **25c.** up per pair.

Any line of Hosiery mentioned above can be purchased in all sizes.

Day's Messages.

NOON.

FOR OUR AIRMEN.
LONDON, To-day.—Official report on aerial operations last night says, east of the enemy's troops on Monday, good targets to our pilots, equipped with machine gun fire, reached the front. The first air fighting, and one was shot down by our fighters. Two of the machines are missing.

SEISMIC SHOCKS.
ELCENRO, Cal., To-day.—A powerful shock, lasting thirty seconds, was felt here at 9.35 last night. Windows rattled and doors were thrown open for safety. Damage is believed to have been done.

MISSION IN ENGLAND.
AMSTERDAM, To-day.—It has been learned that former Minister of War, Colijn, accompanied by a Dutch torpedo boat, is on the way to explain to the Government, the difficulty of the mission for Holland, as a result of the hands made upon that country.

GERMAN DEJECTION.
LONDON, To-day.—(Via Reuters Office.)—Prisoners show considerable dejection at England, and admit that the task ahead of them is a hard one.

MADE IN GERMANY.
WASHINGTON, To-day.—A report coming from Finland, that the German Government has dejected at the task ahead of them, and the public is advised to be cautious in the purchase of goods, as they have not been substituted by the Allies.

BOLSHEVINKI SCARED.
MOSCOW, To-day.—(Associated Press.)—The Bolsheviks are being driven out of the city by the Allies. The Bolsheviks are being driven out of the city by the Allies.

FAVOR OF THE BRITISH.
LONDON, To-day.—Up to noon yesterday the British had the upper hand in the fighting along the Flanders front. The British had the upper hand in the fighting along the Flanders front.

IRISH COMMISSION.
LONDON, To-day.—The British Government has appointed a commission to investigate the situation in Ireland.