

ON THE BRITISH WESTERN FRONT



Tending wounded Germans.

BRITISH WORKMEN MAKE LARGE WAGES

Tax Man's Visit Discloses Almost Fabulous Increases

Sheffield, Eng., Mar. 18.—(Correspondence Associated Press)—The collection of income tax from wage-earners is causing many heart-burnings in the prosperous industrial district around Sheffield. Investigations of the income tax man there have shown many incomes almost fabulous when compared with peace-time wages.

After all allowances are made for children, insurance, expenditure for tools, and other deductions, it is found that individual workmen here will pay tax on incomes ranging up to \$10,000 a year, the highest figures being reached by the so-called "tonnage men," who are paid on the amount of material turned out.

A list of fitters in one Sheffield factory shows incomes ranging from \$2,400 to \$8,000 a year, while other crafts receive corresponding wages.

Many of the best paid workers are Swedes and Dutchmen, who work their machines to the limit and are not troubled by any rules or regulations as to amount of output.

SHORE ICE, MOVING AT QUEBEC, CARRIES AWAY A FERRY STEAMER

Quebec, Que., April 14.—Heavy shore ice which was being swept down by the tide shortly before midnight on Saturday tore the screw off the ferry steamer Plessis and carried away two Canada Steamship pontoons from Hallow Cove. The steamer was near the Quebec side when the accident happened and drifted a little bit but was able to moor at the Canada Steamship wharf.

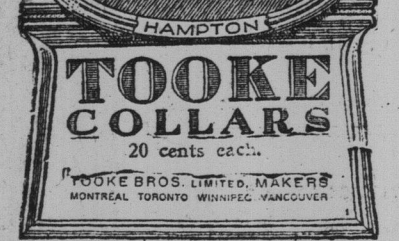
The pontoons, which broke away from their moorings on Saturday night, were carried down the river to St. Jean, Island of Orleans, fifteen miles from this city, but floated up with the tide today as far as Indian Cove and were towed back to their moorings by the steamer Quebec.

It was reported here today that the ice had begun to move on Lake St. Peter.

\$50,000,000 TO BUILD SHIPS OF CONCRETE

Washington, April 18.—The sum of \$50,000,000 will be asked of Congress by Chairman Hurley of the Shipping Board for development of concrete shipbuilding. The plan is to establish at once five government yards, two on the Pacific coast and three in the south. Sites for the plants already are under consideration.

The three in the south probably will include one already planned for Wilmington, N. C.



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THE BLOCKADE

British War Cabinet, in Annual Report, Declares it One of Allies' Most Important Weapons

London, Mar. 10.—(Correspondence of the Associated Press)—"The blockade is one of the most important weapons in the hands of the Allies," asserts the British war cabinet. Dealing with the development and amplification of the blockade of Germany during 1917, the cabinet says in its annual report just made public:

"The chief method by which this amplification has been effected has been the conclusion of a series of agreements with neutral shipping companies. The weapon in the background during such negotiations has been the British control of bunker facilities and the powers wielded by the inter-Allied chartering committee.

"A very considerable amount of success can fairly be claimed for the policy. In the Far East, the German commercial establishments have been almost completely destroyed and recent events will probably make it possible to complete the work.

"Thanks to our agreements with American shipping companies, the financial stability of enemy firms in South America has been very generally shaken, and in some cases they have been forced into liquidation. In other instances, firms containing certain enemy interest have been obliged to eliminate this interest.

"In Spain the policy has worked admirably, and is considered to have gone far to counteract the more insidious methods of German propaganda. In all countries the moral effect of the blockade is being felt, and a definite stigma is attached to inclusion in the list, an effect which has been accentuated by the growing dislike of the world in general for German objects and methods.

"The main preoccupation of the ministry of blockade during 1917, it is stated, was directed to diminishing trade between the Germans and neutrals on her borders.

"The neutral tonnage employed in Allied trade increased by a million tons between the German declaration of ruthless U-boat warfare and the end of the year," says the cabinet.

"The great blockade event of the year was the declaration of war between the United States and Germany, followed by similar declarations from, or the rupture of relations by, a considerable number of South American states. This has enabled us and our Allies to stop imports to the belligerents at the source.

"Public attention has been fixed, not unnaturally, more upon the food blockade of Germany than anything else, but it is very doubtful whether this is its most important aspect. The evidence is strong to show that Germany is also suffering gravely from the want of such things as wool, leather, cotton, rubber and so on.

"It is hoped that we may see considerable results in the future from the new forms of pressure which the entry of America into the war has enabled us to employ."

RICHARD MANSFIELD, JR., DIES

Richard Mansfield, Jr., age twenty, a son of the great actor, died recently of the avian camp at San Antonio, Tex., from spinal meningitis. Young Mansfield had planned to follow his father's profession, but discarded his ambitions and enlisted in the aviation section of the American signal corps. He possessed many of the temperamental characteristics of his famous father. While a student at college in 1916 he ran away and joined the Provincetown Players. His mother went after him, and after a search in Greenwich Village found him and took him back to his studies. He

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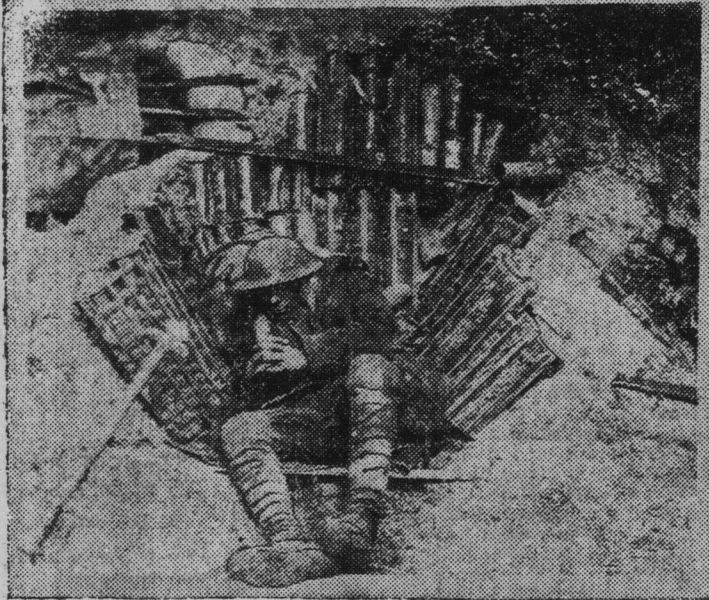
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ON THE WESTERN FRONT



A tired Tommy makes a resting place in the mud with German ammunition.

later made his professional bow in The Man Who Stayed at Home, in the Pitt Theatre, Pittsburgh.

NO CHANGE IN HEALTH STAFF

Hon. Dr. Roberts Talks of Effect of New Public Health Act in St. John

In no part of the province are the provisions of the public health act, introduced in the legislature last week by Hon. Dr. Roberts, of more importance than in St. John, where the existing public health organization has reached a higher state of efficiency than in any part of the province.

Under the circumstances it is not surprising that great interest in the provisions of the bill and in the proposed department of public health is felt in the city and that there should be considerable discussion of its effects on the organization here.

Owing to some misunderstanding there has been an impression in some quarters that the new act would result in doing away with the local board of health and the staff now employed by the board both of which ideas are entirely inaccurate.

An examination of the bill shows that the act would provide for boards of health in each sub-district. These boards would be composed of not less than three and not more than five members. As St. John is one of the most populous districts in the province there is not much room for doubting that the board in this district would be composed of five members, the same number as at present. The bill provides that two of the five members would be appointed by the lieutenant-governor-in-council.

The remainder by the municipal council. Under the old act the government appointed one member—the chairman—so the only change here is that one other member will be appointed by the government instead of by the council. Provision is made for the appointment of such paid members of the staff as may be necessary. As the work of the board under the new act will be more onerous than before it would not be reasonable to expect any reductions in the number of employees.

When asked about the effect of the new act on the members of the local staff, Hon. Dr. Roberts said last evening that at least the same number would be required and he knew of no reasons for any change in the personnel. A minister assuming charge of the new department of public health would be only too glad to have the co-operation of able and experienced members of the local staff, and no man need be in fear of losing his position so long as his services continued to be satisfactory. Politics would not enter into this matter and it would be a poor policy to interfere with the operations of any board which was carrying on its work in an efficient manner. Trained men are necessary and there would be no desire to dispense with the services of those whose familiarity with the work would make them an asset to the new department.

WASTE PRODUCT OF MILLS CAN REPLACE COAL SUPPLIES

Waste Product of Mills Can Replace Coal Supplies

"Apart from water-power (which is strictly limited), and tidal and wave-power (which we have not yet learned to utilize), and the employment of the sun's rays directly as a source of power, we have little left, except wood, and it takes at least twenty-five years to grow crops of trees," says Dr. Graham Bell, the inventor of the telephone.

"There is, however, one other source of fuel supply which may perhaps solve this problem of the future. Alcohol makes a beautiful, clean and efficient fuel, and where not intended for consumption for human beings, can be manufactured very easily in an indigestible or even poisonous form. Wood alcohol, for example, can be employed as a fuel, and we can make alcohol from sawdust, a waste product of our mills.

"Alcohol can also be manufactured from cornstarch, and in fact, from almost any vegetable matter capable of fermentation. Our growing crops and even weeds can be used. The waste products of our farms are available for this purpose, and even the garbage from our cities. We need never fear the exhaustion of our present fuel supply so long as

PROFESSOR ERNEST HAYCOCK OF ACADIA PASSES AWAY

Halifax, N. S., April 14.—Ernest Haycock, professor of geology at Acadia College, died yesterday at Wolfville, the result of an attack of heart trouble four months ago. He was born in Digby fifty years ago, graduated at Acadia in 1916, taking his M. A. degree at Harvard in 1898. In that year he was appointed professor of geology and chemistry at Acadia College.

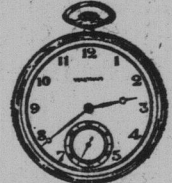
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STATE RAILWAYS AND WATERWAYS

A deputation from the British Trade Union Congress, led by C. W. Bowerman, M. P., waited on Premier Lloyd George and laid before him resolutions adopted at the Blackpool congress, advocating, among other reforms, the nationalization of the railways and waterways, pensions for mothers, increased old age pensions, and pensions for widows and fatherless children.

Mr. Bowerman subsequently said that the prime minister had received enthusiastically the suggestion that canals and waterways should be nationalized. "He

clearly indicated that a system similar to that which now obtains in France and Germany should prevail in the United Kingdom, and that committees were enquiring into the matter," added Mr. Bowerman. "He said that he was seized with the importance of the question, and he conveyed to us that we need not necessarily wait until the end of the war to see something definite."

German Women War Workers.

Stockholm, Mar. 2.—(Correspondence Associated Press)—Women war workers as substitutes for men in Berlin have given satisfaction in most lines of work, but have made an unsatisfactory showing as street car conductors, according to a Berlin judge who presided at the trial of a woman who had given a female conductor a box on the ear. He imposed the lowest possible fine, saying that it was notorious that the women conductors lacked patience and the ability to refrain from making insulting remarks.

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DONALDSON HUNT

17-19 CHARLOTTE STREET

MUTT AND JEFF—A WATCH IS ONLY A TIME-PIECE, NO MATTER WHOSE WATCH IT IS

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