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AID YOUNG MEN TO ENTER MINISTRY

Appeal Made for Recruits for Work of the Church at Open Meeting of Presbytery

"Ministers should encourage likely candidates in their churches for the ministry, keep track of them through their school careers, and when the time comes for them to enter into their studies for the ministry the minister should see that the well-to-do business men of the church supply the necessary finances for the candidates who are in need of it." This statement was made yesterday afternoon by Dr. Stewart, agent for the eastern section of the Presbyterian church in outlining the objects of the forward movement of the church before the quarterly meeting of the Presbytery of St. John. Dr. Stewart said that this war has shaken the men of the church and also their pocketbooks. He said that the forward movement embodied the tasks of the church at home and abroad and the task of securing recruits for the ministry. In a very able manner he outlined these tasks for the church of the present day.

Rev. James Ross gave a brief address on home missions. He said that the time had come when there was a great work for the church in Christianizing the foreigners in our own country. In Montreal alone there were 60,000 Hebrews and he believed the time had come when the church could do a great work among them.

Rev. J. A. MacKegan gave a brief address on the work in the foreign field. He said that the Presbyterian church in Canada is ministering to about 150,000,000 in the foreign fields with a staff of 303 missionaries, not including the male missionaries' wives. There was a native staff consisting of 1,140. This works out that to every 150,000 there is one missionary, his wife and a deaconess.

Rev. W. W. Malcolm asked for the ruling of the presbytery on the matter of supplying an alternate in the event of the representative either not being able to attend to synod. The ruling was to the effect that it was impossible to appoint an alternate, this being contrary to the church laws.

Open Meeting in Evening.
The evening session of the Presbytery took the form of an open meeting. Following Dr. Stewart's address on the forward movement in Canada, a discussion took place on the best means to bring the movement before the congregations with the greatest force.

Dr. Stewart said that the forward movement stands for three things: a quickening of spiritual life, in the church, and more generous giving. In quickening the spiritual life in the churches, Dr. Stewart said that the time has arrived when there should be a big revival in family prayers. He said we have our special problems at home and abroad. He believed that the time has arrived when there should be a big revival in family prayers. He said we have our special problems at home and abroad. He believed that the time has arrived when there should be a big revival in family prayers.

THE CANADIAN CLUB.

At a meeting of the executive of the Canadian Club last evening it was decided to have a luncheon at Bond's when Harry Lauder addresses the club, and owing to the limited space, to arrange for only 100 members to be present. It was also decided to ask Hon. J. A. Calder to speak on Canadian Reconstruction when he comes here soon. The following new members were elected: Rev. W. R. Hibbard, Major H. H. Donley, Captain Covey, Captain J. A. Pat- chell, Dr. H. A. Ferris, J. E. Angevine, J. H. Farwell, Percy Pomeroy, A. M. Gregg, E. J. Hilyard, A. W. Lingley, R. D. Laskey, J. H. Maughan, L. Mul- hren, G. H. Marr, H. F. Puddington, W. F. Rouse, H. M. Stout, W. R. Scott, H. S. Taylor, T. N. Vincent, H. P. Allingham.

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FUTURE PLANS FOR RAILWAYS IN UNITED STATES

Interstate Commerce Commission Submits Its Report

FIVE ALTERNATIVES

Not Ready Yet For Concrete Proposals But Each of Suggestions Involves Large Measure of Government Control

Washington, Dec. 8.—Regardless of whether railroads finally go back to private management or remain in the hands of the government, radical changes should be made in their methods and theories of operation to provide a partial merger under some sort of government regulation, the Interstate Commerce Commission says in its annual report made public today.

The commission believes the time is not ripe to recommend concrete proposals for legislation relating to the future policy toward railroads, but says whatever be the nation's decision, there should be provision for complete unification of the railways in war time, partial merger in ordinary times, limitation of railway construction to public necessity, and systematic encouragement of the development of inland waterways, and their co-ordination with rail carriers.

In other words, the commission is opposed to restoration of the old conditions of individual competition, in which pooling of traffic was forbidden by law, and to the building of new lines without proof to the government that they are economically necessary.

If it is finally decided to restore railroads to private management, says the commission, there should be legislation to permit their co-operation, emancipation of railway operation from financial dictation, government regulation of security issues; clearing away of the existing twilight zone between the authority of state and federal authorities in railroad supervision; efficient use of equipment and common use of terminals.

On the other hand, if the policy of government ownership should be adopted, the principal questions to be considered are: The price to be paid for the roads; means of preventing the railroads from being made sources of revenue to the government, and also to maintain them as self-supporting; measures to define carefully the responsibility of the railway administration to congress and other federal and state authorities; guarantees against intrusion of partisan politics into railway management; and creation of a tribunal to settlement of controversies over railroad matters.

Regulation Necessary.
Some sort of government regulation is suggested by the commission in connection with each of the five alternatives of future policy which may be set forth by different interests in the near future. These alternatives are:—Continuation of the present system of government control with private ownership, public ownership with private operation, private operation with government regulation and guarantee, complete private ownership and operation, and complete public ownership and operation.

The report deals at length with the upheaval of railroad relations caused by the war and the government's assumption of operation, and the relations of the Interstate Commerce Commission to the railroads, complete private ownership and operation, and complete public ownership and operation. The commission has co-operated fully with the government management, says the report, but still retains its authority to review rates initiated by the Director General.

Railroad valuation work of the commission, which has become of great importance in case of government purchase, is proceeding with little interference on account of the war. Safety work has been assumed partly by the railroad administration, but educational work is being continued throughout the country. The commission in the last year has made greater progress in seeking to promote uniform rate classifications, and has undertaken other investigations of rates and practices.

The report, including the statement concerning future policies toward railroads, is signed by all the commissioners, except George W. Anderson, who recently resigned to accept another federal appointment. Others are: Winthrop M. Daniels, chairman; Edgar F. Clark, James S. Harlan, Charles C. McChord, Ralph H. H. Meyer, Henry C. Hall, Clyde B. Aitchison and Robert W. Wooley.

The Report.
In dealing with the question of what may be done with the railroads in the future, the Interstate Commerce Commission in its report says:

"The conditions, without precedent or parallel, which the war has produced now press upon the congress matters of the gravest national and international concern."

"While we do not deem the present conditions and moment opportune in which to recommend concrete proposals for legislation, we may indicate certain lines of inquiry which must be pursued in order to reach sound conclusions."

"Whatever line of policy is determined upon, the fundamental aim or purpose should be to secure transportation systems that will be adequate for the nation's needs even in time of national stress or peril and that will furnish to the public safe, adequate and efficient transportation at the lowest cost consistent with that service. To this end there should be provision for (1) the prompt merger without friction of all the carriers' lines, facilities and organizations into a continental and unified system in time of stress or emergency; (2) merger within proper limits of the carriers' lines and facilities in such part and to such extent as may be necessary in the general public interest to meet the reasonable demands of our domestic and foreign commerce; (3) limitation of railway construction to the necessities and convenience of the government and of the public, and assuring construction to the point of these limitations; and (4) development and encouragement of inland waterways and co-ordination of rail and water transportation systems."

"Among the plans which doubtless will be proposed are the following: (1) Continuance of the present plan of federal control; (2) public ownership of carrier property with private operation



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under regulation; (5) private operation under regulation with governmental guarantees; (6) resumption of private control and management under regulation; and (7) public ownership and operation. Additional plans and modifications or combinations of those enumerated might be listed.

"If the policy of private ownership and operation under regulation is continued, the following subjects will require legislative consideration: (1) Revision of limitations upon united or co-operative activities among common carriers by rail or by water; (2) emancipation of railway operation from financial dictation; (3) regulation of issues of securities; (4) establishment of a relationship between federal and state authority which will eliminate the twilight zone of jurisdiction and under which a harmonious rate structure and adequate service can be secured, state and interstate; (5) restrictions governing the treatment of competitive as compared with non-competitive traffic; (6) the most efficient utilization of equipment and provision for distributing the burden of furnishing equipment on an equitable basis among the respective carriers; (7) a more liberal use of terminal facilities in the interest of free movement of commerce; and (8) limitations within which common carrier facilities and services may be furnished by shippers or receivers of freight."

"Should the policy of public ownership and operation be adopted, there must be considered: (1) The just and fair price at which, and the terms under which, carrier properties are to be ac-

quired; (2) prohibiting the operation of railways as a fiscal contrivance, insuring their administration in the interests of the convenience and commerce of the people, requiring that they shall be self-supporting, and that their rates shall be properly related to the ascertained cost of service, and retaining and extending the economies and advantages of large scale production in transportation; (3) responsibility and relationship of the railway administration to congress and other federal authorities and to the states; (4) guarding against the intrusion of party politics into railway management; (5) a status for railway officers and employees under which the railway service will attract and retain the best talent; and (6) maintenance of a tribunal for the determination of controversies which will inevitably arise under public operation."

The above outline is a mere enumeration of some important points to be considered. We will at an appropriate time report to congress such information, suggestions or recommendations as we believe may be of assistance in solving the many and difficult transportation problems."

MONTREAL VICE CAMPAIGN

Montreal, Dec. 10.—Fines amounting to \$7,200 were imposed by Recorder Geoffroy today upon thirty-six disorderly houses and 114 inmates of the houses. In one of them ruled by the police Monday night two girls of the age of fourteen years were found.

W. C. T. U. TO ASSIST IN MEETING SOLDIERS AND THEIR DEPENDENTS

The annual meeting of the St. John county branch of the W. C. T. U. was held yesterday afternoon in the Orange hall, and most satisfactory reports were read showing that the interest in the work is steadily increasing.

The meeting was presided over by Mrs. R. D. Christie and opened with a devotional service in which Mrs. R. A. Corbett, Mrs. R. D. Christie, Mrs. David Hipwell, Mrs. Seymour and Mrs. Retallick took part, and hymns were sung by all the members. The reports for the different unions were then read. Mrs. H. M. Patterson reported for the St. John union, Mrs. H. Daner for the North End union, Mrs. W. Linton for the Fairville union, and Miss Fullerton for the Carleton union.

The election of officers resulted in the following being appointed for the coming year: President, Mrs. R. D. Christie; secretary-treasurer, Mrs. H. Daner; and the presidents of the four unions in the county were elected as vice-presidents—Mrs. David Hipwell for St. John, Miss Fullerton for Carleton, Mrs. J. Scott for the North End, and Mrs. Hanson for Fairville.

Mrs. Seymour appealed to the members to help fill comfort bags for the

sailors, and Mrs. David Hipwell put the motion, which was carried unanimously, that the W. C. T. U., as a county organization, should assist the Y. W. C. A. in meeting the soldiers' dependents at the boats. The secretary was asked to notify Miss Lean with regard to this. Mrs. Hipwell spoke about the reception which returned men receive on their arrival here, and thought that something more should be done for them.

Mrs. Corkum sang *This is My Task* very beautifully.

A sale and supper was held early last night at the Douglas avenue Christian church under the auspices of the Society of Ten. There was a large attendance and the tables and room were prettily

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Skating Boots

Boys' and Men's, \$3.65, \$4.00, \$4.25, \$4.35.
Ladies' black, \$4.55; tan, \$4.65.

Sleds

Safety Sleds with self-steering attachment, \$1.40, \$1.60, \$1.80, \$2.25, \$2.90.
Frame Sleds, \$1.25, \$2.10, \$3.00.
Regular Framers, \$1.35, \$2.10.

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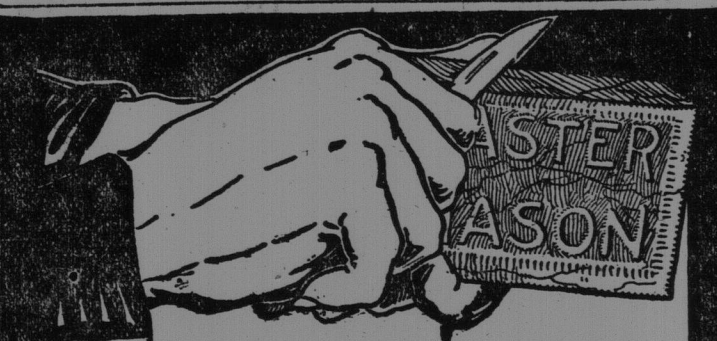
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