



THE MORNING AFTER. —N. Y. Post.

CANADIANS BEAT OFF THE GERMANS

Several Raids on Our Lines Near Lens

STORY OF THE FIGHTING

Enemy Soldiers Decline to Volunteer for Night Attack on Dominion Troops—Two Airplanes Attack Seven and Get One

Canadian Headquarters in France, via London, Jan. 3.—(By W. A. Wilson, special correspondent of the Canadian Press)—Our guns are grumbling around Lens after an evening of activity in which they were vigorously employed in assisting to break up an enemy raid against our flank. New Year's Day, which came in quietly, went out with unusual activity reported all along the front. The enemy attempted raids in no fewer than four places, one of them in strength. While the Hun aggressiveness indicates a good morale amongst their men, information from prisoners shows that he has little enthusiasm for these night attacks.

No Volunteers. In the biggest raid which occurred on the evening of the first enemy advance in three columns of eight men each, the centre column carrying machine guns and the three columns protected by two flanking columns of twenty men each with a machine gun. Volunteers had been called for to make the attack, but none were forthcoming. The enemy officers had to pick the men out. The party, dressed in white, advanced across No Man's Land to our wire and attacked under the protection of an intense three minute box barrage. Twelve men succeeded in entering before their attack was broken up by our artillery and infantry, and the enemy retreated leaving three prisoners in our hands.

Three hours later a hostile party, one officer and nine other ranks, attempted to raid one of our posts, but the garrison attacking the attackers drove them off with the capture of one wounded prisoner. Farther north the enemy, after a heavy bombardment, launched two more attacks. Our artillery, in response to the infantry S. O. S. calls opened an accurate and effective barrage. The enemy failed to reach our lines, in either attack. The first raiding party of twenty-five strong was easily beaten off, while the second, in greater strength, was effectively dispersed.

As a result of these raids four prisoners are in our hands, while four of our men are reported missing. There is no estimate of the enemy casualties, but they must have suffered from our artillery, trench mortar and machine gun fire. Certainly the reception the enemy

received has dampened his enthusiasm a bit, for no further raids have been attempted. Our patrols have been busy all along the front, and have come off victoriously in various clashes with enemy parties. Both our own and enemy aircraft have been active. Two of our machines attacked a party of seven enemy planes yesterday and brought down one in flames.

DEATH IN STORM

James Moore Succumbs While on Way Home From Work

Yesterday's storm claimed a victim in the person of James Moore, an employe of Simms' brush factory, who while wending his way home along Douglas avenue a little after 6 o'clock last night, fell dead. Mr. Moore was walking along the avenue in company with several other employes of the factory when just opposite Prospect street he fainted. He was carried into the home of William Estey. When Dr. Alingham arrived Mr. Moore was dead. The coroner, Dr. F. L. Kenney, was summoned and with his permission the body was removed to Messrs. Fitzpatrick's undertaking rooms.

James Moore had been in the employ of Simms' Brush Factory for a little more than two years. He was a man about fifty-five years of age. Formerly he worked in a tin shop which his father owned in Union street in the city and where Simms' old factory used to be and were the Corona Chocolate Company is now situated. About ten years ago the father died and the business was broken up and James Moore went to Boston and remained there until two years ago when he returned to the city and found employment with the Simms' Brush Factory where his brother had been working for a long time.

The deceased is survived by two brothers and two sisters. The brothers are David and William both of the city and the sisters are Miss Annie of the city and Mrs. Rourke of Boston.

F. E. Flewelling, secretary of the Canadian Imperial League, received a handsome silver service last night from Mayor Hayes on behalf of the Canadian Imperial League, as a token of appreciation for his services to the league.

BORDEN'S Reindeer Coffee. Combined with Milk and Sugar Your Coffee in a Jiffy. Rich, Strong, Fragrant, Delicious.

THE HARD ROAD TO PROHIBITION

A correspondent of the Toronto Star writes:—

"It is a long road from the old Temperance Society to a dry Canada. The pioneers of the cause have long since grown behind the hill-top of time. Many thought that they were a queer people but in their hope and zeal they sowed the seed and awaited a better day. "In looking back over the hard road of prohibition we notice the beginnings of temperance legislation in New Brunswick. A good, live spot, that was for the cause. Notice, that it produced men like Sir Leonard Tilley, Dr. Joseph McLeod, and Sir George E. Foster, all men of great service. The years for the activity of that part of Canada was that Maine, with its prohibition leaders, just across the border when that state went dry in 1851, the friends inspired by the success of their neighbors, the legislature to follow the example.

It was in 1883. But if the question has been trying one for succeeding governments, it was the sudden downfall of that early cabinet of legislators, proved to be a dangerous plank in a political platform, because, when going to the people, they very emphatically rejected its advocates.

"The Dominion parliament was new ground and at consideration the subject was fearlessly handled. Thus for half a century it has taxed the wisdom and power of the great tribunal. First there was the Dunkin Act, a simple plan of local option; then the Scott Act, or prohibition by county next petitions, promises and plebiscites. But very little effective legislation came from the House of Commons.

"There was always an invisible opposition. It had money and intellect and determination. Their lawyers could find loopholes in the most statute passed against the traffic. A plaintiff had to sue to fight their appeals from court to court and the Privy Council. And they never seemed to be discouraged by defeat. Hence the dominion laws were often dead letters.

But the provincial legislatures adopted the policy of nibbling away. In Ontario there was the Crooks' Act called after the first minister of legislation. It attempted to regulate the traffic by means of a commission. The Scott Act, however, took the wind out of its sails and it was laid aside. That was forty years ago, and in the meantime the Dominion Alliance never failed to approach every government, at every session and present the case for their consideration.

Eventually Sir James W. P. passed the celebrated local option law with its three-fifths clause. It proved to be the best law the province had seen. For, in spite of criticism against it, the government was behind with enforcement, and a great part of the province went dry.

Quebec also had a local option law and the maritime provinces were in line and won substantial victories under the new laws. The work went forward in the west. So thoroughly organized were the people that in every event the Quebec legislature, which is the only one to lag behind.

PROHIBITION AND THE WAR

To the Editor:—"Prohibition has no vital relation to war," said the New York World, in a recent issue. This was written to support the claim that prohibitionists were simply striving to block the Food Bill with a clause that was not necessary and they were "not concerned with the defeat of Germany."

Well, let us see. On what must war depend? On men, and only by means of men can victory be gained. To great a few years ago, renounced drink himself and said the great war would be decided between the east and west as to places in provincial prohibition. The war conducted what was the event the Quebec legislature, which is the only one to lag behind.

The cause of Russia realized that the great factor contributing to Russia's defeat in the Russo-Japanese war was drunkenness among his soldiers, and early in the present war decreed prohibition in his empire.

"No vital relation." "Vital means life. Success in the conflict depends on the life of men. The cleaner the blood, the longer the life, and the purer the blood the greater the hope of recovery from wounds.

Life begins at home, where the babe is born, whence the soldier must come, and where economy of life's forces must begin. If life is not conserved there, war will be a dismal failure.

King George realized this and banished liquor from his household when the war began. Kitchener followed the lead of his King. A host of people in Great Britain are clamoring for prohibition and insisting that Germany cannot be beaten until whiskey and beer-making are stopped.

If prohibition is good for the soldier and sailor, it is good for the places and people whence they come. Conservation of food, (by prohibiting its manufacture into alcohol), to make men who are to

EXPENDITURE ON VALLEY RAILWAY TO BE SHOWN

Fredericton, Jan. 3.—The meeting of the provincial government was continued this afternoon and this evening. There is a long schedule and the meeting may go over till tomorrow. It was announced tonight that a statement of the expenditures of the construction of the St. John & Quebec Railway will be prepared and will be furnished to the house of assembly and the public at the time of the setting of the legislature.

NEW LIBERAL LEADER IN ONTARIO PROVINCE

Toronto, Jan. 3.—Sir Wm. Hearst, premier of Ontario, stated that the Ontario government has not considered the date of the coming provincial election. June is the most likely month, however. The legislature will likely meet about February 1.

It was announced this afternoon after a short conference of the Liberal delegates here that William Proudfoot, K. C., member for Centre Huron, was unanimously elected as leader of the Liberal members in the Ontario legislature during the coming session. After the session a general party convention will be held at which a permanent leader will be appointed.

James Armstrong, West St. John, has received word that his son, Sergeant-Major Roy Armstrong, who has been a prisoner of war in Germany for nineteen months, has been exchanged and is in Switzerland.

John B. Magee of Mecklenburg street, fell in his yard on Wednesday evening, breaking his right leg above the ankle.

"Are We At The End Of The World?" AND The Fall Of Babylon The Greatest of Wars, Human Unrest, Modern Giants. A Free Bible Lecture by W. Sargeant, V.D.M. IMPERIAL THEATRE, SUNDAY, JAN. 6, AT 3.45 P.M. This lecture will also be given in Empress Theatre, Carleton, Sunday evening at 7.30. You Are Invited to Both. No Collection.

Martin-Orme Piano. HERE are a few old hand-made violins in the world that are priceless because of their incomparable tone. They are the works of the masters. And it is just such earnest, personal, masterly planning of the sound-producing parts, which produces the rarely beautiful, sweet, singing tone of the Martin-Orme Piano. It reflects the genius of Owain Martin, inventor of the "Violoform" method of tone-production. The sounding board, arched like a violin, is scientifically installed so as to permanently retain this arching under high tension. Like the works of the famous old craftsmen, each individual Martin-Orme Piano is carefully fashioned with true pride and sincerity. Only by taking time to make and perfect comparatively few pianos could such splendid enduring tone be achieved. It is that which elevates the Martin-Orme from the merely mechanically perfect,—to the truly artistic plane. We cordially invite inspection at our warerooms. THE C. H. TOWNSEND PIANO CO. ST. JOHN :: :: NEW BRUNSWICK

MUTT AND JEFF—YOU DON'T HAVE TO GO SOUTH FOR RAILROADS LIKE THAT (COPYRIGHT, 1917, BY H. C. FISHER, TRADE MARK REGISTERED.) BY "BUD" FISHER

Comic strip panels showing characters talking about railroads and fried eggs. Panel 1: "HELLO, JEFF! WHAT KIND OF A TRIP DID YOU HAVE DOWN TO GEORGIA?" Panel 2: "FIERCE, MUTT, FIERCE! THOSE SOUTHERN RAILROADS ARE THE LIMIT!" Panel 3: "I THOUGHT ALL THAT STUFF ABOUT THE RAILROADS DOWN THERE WAS JUST JOKE BOOK HUMOR!" Panel 4: "JAY, THOSE ROADS ARE SO ROUGH IT'S IMPOSSIBLE TO EVEN GET WHAT YOU WANT TO EAT!" Panel 5: "AS BAD AS THAT?" Panel 6: "WELL, I WANTED TWO FRIED EGGS WITH MY HAM FOR BREAKFAST, BUT THE WAITER TOLD ME HE COULDN'T GIVE ME FRIED EGGS—" Panel 7: "UNLESS I WANTED TO WAIT UNTIL THE TRAIN STOPPED, THE COOK CLAIMED THE ROAD WAS SO ROUGH THAT—" Panel 8: "THAT EVERY TIME HE TRIED TO FRY EGGS THEY SCRAMBLED!!"