

Spring Openings.

It may seem a bit early, but the Buying Season has started somewhat earlier of late years, and this year, we understand, we are going to have an Early Spring. We have opened the following goods during the past few days:

LADIES' SHOWER & COVERT COATS

in the Newest and Smartest Trench Styles.

These are priced from \$12.00 each upwards. Those that we were advertising a week ago are practically all sold. Styles plus value was what did it.

Children's and Misses' SHOWER and COVERT COATS.

We have only received a few of these, as well as a few Ladies' and Misses' Mackintoshes.

We have received fairly large assortments of Ladies' Costume Skirts in Navys, Blacks and Tweeds.

Ladies' Moire Underskirts in Black and Coloured.

Ladies' Blouses in Blacks, Whites & Col'd.

Ladies' and Misses' Straw Hats.

Millinery Flowers and Ornaments.

Black Veilings in Plain & Fancy Makes.

THE FOUNDATION OF ALL DRESS

is a Good Corset.

The Best Corset is the "W. B." CORSET.

We have just received a further shipment of these famous and popular Corsets.

HENRY BLAIR

Fishermen, Buy Your Engine Now.

Lathrop Marine Engines

For immediate delivery. Prices will be higher in the spring. We have a full line of

STATIONARY ENGINES.
SAW MILL MACHINERY.
COOPERAGE MACHINERY.
HEAD ROUNDERS, ETC., ETC.

A. H. MURRAY & CO., Ltd.

Another Attempt at Northeast Passage.

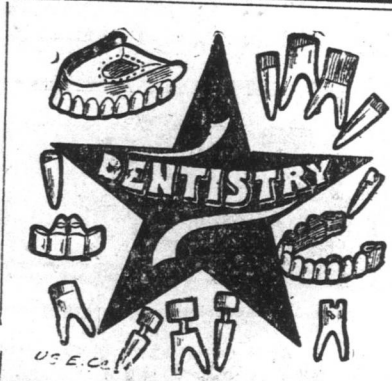
Capt. Jos. Bernard, a daring trader of Nome, Alaska, is spending about five years working his way eastward in his boat, the Teddy Bear, from the Behring Sea through the northeast passage to the Atlantic Ocean.

Reports came from Alaska some time ago that Bernard was endeavoring to navigate the northeast passage but no details were given. Vilhjalmur Stefansson, the Canadian Arctic explorer, on his return here from the north, confirmed the reports and said he thought Bernard would reach the Atlantic safely, as he was a good navigator and was traveling in fairly well known waters.

Bernard has been out of touch with civilization for about two years and, according to Stefansson, probably will not appear in the Atlantic until 1921. The trader left Alaska for northeastern outposts in 1916 and planned to make the trip in five years.

If Bernard succeeds, he will be one of the very few people who have ever negotiated the northeast passage. The latest to come through the icy channel was Ronil Amundsen, who negotiated the passage in 1906. Stefansson planned to make the trip but the failure of a boat to meet him after he had completed the worst part of the trip on foot caused him to change his plans.

Bernard worked along the northern Canadian coast with some of the Stefansson's party in 1916, the explorer said. He soon left the explorers, however, and pressed on into the barren white waters to the east. The next heard from him may be when he turns up at some far northern Atlantic port—Canadian Meteor.



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(The Home of Good Dentistry.) By our system of dentistry, the artificial cannot be detected from the original teeth. High grade guaranteed dental work at reasonable prices. Special attention given to patients living out of town. Teeth extracted painlessly by our own exclusive methods. Crown and Bridge work, Gold Inlays, Porcelain, Gold and Silver fillings, and Plate Repairing, all expertly executed at moderate prices. Extraction of teeth free when plates are ordered.

Painless Extraction 50c.
Full Upper or Lower Sets . . . \$12.00
PHONE 62.

M. S. POWER, D. D. S.,
(Graduate of Philadelphia Dental College, Garretson Hospital of Oral Surgery, and Philadelphia General Hospital.)
176 WATER STREET.
(Opp. M. Chaplin's.)
Jan 15, tu, th, sa, fr

When you want something in a hurry for tea, go to ELLIS—Head Cheese, Ox Tongue, Boiled Ham, Cooked Corned Beef, Bologna Sausage.

Bernard's Lament Cures Diphtheria.

Sir Wilfrid Laurier.

Not as of "the painful warrior famous for fight, after a thousand victories, once foiled," will tolerant memories, softened by death, recall the engaging and brilliant figure of Sir Wilfrid Laurier. If his good fortune had been quite equal to his rhetorical, literary, and personal charm, he would have died at the end of his ministry of fifteen years in 1911. For the extension of Canadian transportation, commerce, agriculture, for the development of Canadian national sentiment with an indefinite but strong imperial scope, no other public man in Canada did so much. His preference tariff of 33 1/2 per cent. in favor of British manufactures in 1900 was a great stroke for the imperial idea, since grown into a different and a nobler scheme, a Commonwealth, we might say, of self-governing Commonwealths.

Sir Wilfrid's culminating hour abroad was at the Diamond Jubilee of 1897, or at the Coronations of Edward VII. and George V. No other colonial statesman so impressed the English. This French Canadian, this first French Canadian Premier, this bilingual orator, this personage of authority, suavity, dignity, and distinction, has not left his like behind. Resourceful, subtle, a master of debate, the unmatchable leader of the Liberals, he seemed to belong to the generation of Disraeli and Palmerston and Gladstone. If on conscription he was opposed to prevailing public sentiment, so he had been on reciprocity; and he should have the credit of honesty of opinion on the one as well as on the other policy. In 1896 he fought the Quebec Bishops on the question of separate public schools in Manitoba. He had almost too much talent. He always had courage enough. And he earnestly supported the Entente in the war—New York Times.

Thirteen a Lucky Number.

During President Wilson's recent visit to this country, he mentioned the fact that "13" was his lucky number, but he did not explain his remark—at least not fully.

It is a fact that the life-long connection between the number, usually supposed to be so unfortunate, and the career of this great statesman is so extraordinary as to be almost beyond pure chance or coincidence.

Let us set down the facts in black and white. His name, Woodrow Wilson, contains thirteen letters. There are thirteen letters in his wife's name, Eleanor Wilson. For thirteen years he was a student and professor at Princeton University, and being chosen President, held that position for thirteen years.

During his campaigning tour in 1912 he travelled, slept, and ate in a carriage containing thirteen people, and finally refused to add a fourteenth to the party. He ended his campaign on the 13 of August, while the sum of the numbers of his year of election 1912, also form the magic number "13."

Now, "13" has not always had the ill name which to-day clings to it. Far from this being so. The Jews of old time considered the number a fortunate one. Thirteen cities were specially dedicated to the priestly tribe, and thirteen high priests descended from Aaron. Preparations for the Feast of Passover began on the 13th of the month Nisan, while the holy incense consisted of thirteen different ingredients.

Among the Aztecs of Mexico, the number "13" was sacred. Their week had thirteen days, and their century fifty-two years, or four times thirteen. The public archives were circular in form, and divided into thirteen segments, with the sun depicted in the centre. The Aztec tribes also numbered thirteen.

There is another famous modern man who considers "13" in the same light as does Mr. Wilson. This is the great explorer, Dr. Nansen.

On his famous Arctic trip he took with him thirteen men, and began his long voyage on the 13th of March. He again reached civilization on the 13th of August, and was entertained at the thirteenth annual dinner of the Geographical Society on the following February 13th.

A Disconcerting Retort.

One of the best of the many good stories told by Lord Eversley in his reminiscences concerns an Irish M.P. named Scully.

Just before a critical division (says Lord Eversley) the then Liberal Whip, Lord Monck, found him hesitating as to which lobby he should go in.

"My dear Scully," said his lordship, linking his arm familiarly in Scully's, "I hope you are going to give us your vote?"

Scully feebly withdrew his arm, and retorted: "My dear Lord Monck, I hope next time you extract a 'y' from my name, you will add it to your own!"

Bead-studded silk bags are very popular and less expensive than those with solid beading.

Atlantic Flight.

CAPT. SUNDESTEDT ENTERS.

Captain Hugo Sundstedt, the Swedish airman, who, as reported last week by our New York correspondent, is assembling a large seaplane in Newark Bay, New Jersey, has lodged an official entry with the Aero Club of America to compete for The Daily Mail £10,000 Transatlantic flight. The entry has been accepted by the Royal Aero Club, London.

According to the conditions of the prize, Captain Sundstedt cannot start before Saturday week, March 1. Captain Sundstedt's machine, which has been built with money supplied by a rich Norwegian named Christopher Hannevig, is a biplane, the upper wing of which has 100ft. span and the lower 71 1/4ft. The total weight is about 4 1/2 tons.

The fuel capacity is 700 gallons. This with two Hall-Scott Liberty 6-cylinder 220-h.p. engines should give the machine a flight duration of about 2,500 miles, more than the length of the total chosen, which is from St. John's, Newfoundland, to London, probably via the south of Ireland. Captain Sundstedt has said that he will be accompanied by an officer friend and two mechanics.

The only British entry so far lodged with the Royal Aero Club is that of presenting Mr. J. A. Whitehead, managing director of Whitehead-Aircraft, Ltd. Captain Payne proposes himself to pilot a Whitehead biplane of 1,600-h.p.

The following is the list of entrants to date:—

Royal Aero Club.
Whitehead (British), 1,600 H.P.
Speed 11 m.p.h., Capt. A. Payne, R.A.F. Pilot.

Aero Club of America.
Seaplane, 400 H.P., Capt. H. Sundstedt, Pilot.

Handler Page (British), 1,600 H.P.
Speed 100 m.p.h., Capt. A. Payne, R.A.F. Pilot.

Caproni (Italian).—

Flying experts in London yesterday considered that Captain Sundstedt, who in July 1914, flew 1,200 miles without a stop from Buc, near Paris, to Stockholm, has an excellent chance, as the wind at this time of year should be in his favour. Possibilities of failure are engine breakdown, fog, or a sudden gale blowing a pilot out of his course. Many Liberty engines are used in R.A.F. machines.—Daily Mail.

Fixing Frontiers.

METHODS OF MARKING BOUNDARIES.

Our Army of Occupation has now left far behind the various signs which mark the boundary between France and Germany.

Where this boundary runs through forests a broad belt has been cleared, and is kept free from undergrowth. Along this belt, at distances of every quarter of a mile, are stone posts, rather like our milestones.

If the frontier runs along a road it is marked by tall wooden posts, which have the French colours on one side of them, and the German on the other. Until war broke out this frontier was jealously guarded by police and soldiers.

The frontier line between Germany and all other countries which were on her borders was very similar to the ones our soldiers are now seeing. During the war the boundaries between Germany and Holland and Switzerland were wire fences, heavily charged with electricity in order to prevent the escape of prisoners.

One of the most curious boundaries in Europe is between Italy and Switzerland. In one place it consists of a tall barrier of wire-netting hung with bells.

Another curious frontier mark is where the Rhine crosses the boundary between Germany and Holland.

The frontier is marked by a row of pontoons, chained bow and stern to one another. The eastern halves of the pontoons are painted with the Hun colours, and the western half with the Dutch colours.

Wherever possible the boundaries between nations are natural ones, as a river, or a chain of mountains.

The boundary between the United States and Canada, for example, follows the Great Lakes and the River St. Lawrence for hundreds of miles.

What Germany Has Lost.

SOME AMAZING FIGURES.

One-seventh of the able-bodied male population of Germany was pressed into service during the war as "cannon-fodder." According to Berlin's own figures, 1,580,000 Germans had been killed in battle up to October 31st, 4,000,000 wounded, 260,000 were missing, while 490,000 were prisoners in the hands of the Allies.

Germany's debt to her own people amounts to nearly £8,000,000,000. This is for war loans, and the people have now begun to realize that the normal methods of taxation, even under the most favorable conditions, are incapable of paying the interest on such a huge sum.

All the German colonies have been captured. German East Africa, with 931,400 square miles, is four times as large as Germany. Her Pacific possessions covered 96,160 square

miles; her Asiatic colony 200 square miles. These, with Togoland, the smallest but richest, formed the basis of Germany's hope of a great colonial scheme.

Losses in Commerce.

Except for trade with European neutrals and her one-time allies, all of Germany's trade has vanished. Her overseas exports before the war reached something like £200,000,000 a year. Her loss in trade during the past four years is estimated at not less than £1,500,000,000.

Through destruction, confiscation, or internment Germany has lost the bulk of her merchant marine. Hundreds of her best ships, including great ocean "greyhounds," are now in the service of the Allies. America alone is said to hold £29,000,000 worth of enemy shipping.

Fully one-third of Germany's iron ore deposits have been taken from her by the restoration of Lorraine; for it was from the Briey basin that Krupp got most of their material to make guns and ammunition. Some of the big potash beds were also in the reconquered provinces.

Appalling Wastage.

The economic wastage due to the war will reach a figure of amazing proportions when Germany's balance sheet is struck by History's accountant. Through lack of upkeep her railways are in terrible condition and her rolling stock well nigh worn out.

Tens of thousands of motor-cars, lorries, and such-like vehicles are now useless lumber, their engines worn out, their wheels bereft of tyres owing to the rubber shortage. Trade is at a standstill, due primarily to the shortage of men and material, and

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The C. L. MARCH CO., Ltd., Cor. Water and Springdale Streets.

EXTENSION TABLES, round and square, From \$18.90 to \$24.00.

We are now finishing a line of Bureaus and Stands that will only cost you \$19.00.



COUCHES and LOUNGES, SMOKERS' CHAIRS, \$16.50.

Imported Side Boards, nicely finished, Beveled Mirror, etc. only \$39.50.

Hall Stands, Oak Finish, \$23.00 and \$37.50.

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We are offering a special line of

LADIES' BLACK LACED and BUTTONED

Dongola Boots, at \$4.20 per pair.

A stylish, comfortable and durable Boot and just the kind for present wear.

WILLIAM FREW, Water Street.



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PERCIE JOHNSON Insurance Agent.

Grove Hill Bulletin

CARNATIONS, NARCISSUS, LETTUCE, PARSLEY. Terms: Strictly Cash. Phone 247.

J. McNeil, Waterford Bridge Road.

Ladies' BL

A small lot just Latest Styles in Crepe Silk. Prices \$4.50

Temple

Honouring the Dead.

the Germans Have Shown Some Chivalry to the Fallen.

has been the business of both one of the sidelines of the business of war—to keep records of the graves of the fallen men, resting places are ticketed and, duly entered in registers.

In areas that have been occupied successively by the Germans and British, a number of graves bear the same "stakes." This goes to the pains that have been taken to record the spots that have been made by the remains of those men who have made the supreme sacrifice.

spite of all this care, however, numbers of nameless graves are considerable. In areas where of an extremely intense character extended over long periods, it is a matter of impossibility to at all the men who fell between the lines of the contending forces; in places, there are graves of very belated internments have place. In Irish House—so in compliment to the Irish men—which lies between Kemmel and the Wyszcheate end of the Ridge, there is one large which holds the remains of an and thirty-two men of the on Highlanders—nameless—who in June, 1916, and were buried 1917, by the Irish Fusiliers.

An Heroic German.

ther up, amongst the ruins of chaete itself, are some elaborate ones on which the names of British soldiers appear, surrounded by crosses, bearing German names. marks the position reached by a of British advance which was at time thrown back. Amongst what known to soldiers as the "Catacombs" of Wyszcheate village, a sin-cross bears the inscription in English: "Here lies an Heroic German." frequently the word "brave" appears these crosses, as a tribute by either German or British to a fallen ing but one wonders what deed in- cused the use of the word "heroic," towards Lake Zillebeke, in a me- graveyard in a quadrangle of v- lated trees, one cross bears the man inscription—"A Brave Brit- Stretcher-bearer!" And a broken R- cher lies eloquently across the peo- torr- a place called Preston Dump, 1917.

Shirts! Shirts!

Special Offer

Men's Tops

MEN'S GREY UNION S

Reg. Price \$2.60. Sale

MEN'S FANCY STRIPE

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MEN'S DARK STRIPE

Reg. Price \$3.25. Sale

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NOTE.—The above Sh with Sateen neckbands and are specially priced for

Also full range of BO sizes 12, 12 1/2, 13, 13 1/2.

HENRY