

GRIM REAPER GETS ATHLETES WHILE YOUNG

But There is no Rule That Isn't Shot Full of Holes With Exceptions.

(Chicago News.)

"A lot of the strong men have been cashing in recently," observed the druggist. "Good old Bob Fitzsimmons said good-by to this proud world a few weeks ago; then Frank Gotch wrapped the drapery of his couch about him; and the other day John L. Sullivan quit. Gotch was still a young man and Sullivan and Fitzsimmons were not old by several years. I've noticed that the great athletes usually die young."

"They meet their various Waterloos and then retire to what they consider private life. They have led strenuous careers, and the reaction of idleness, I suppose, puts them down for the count."

"It isn't safe to generalize," said the doctor. "Many athletes die young, but lots of them live to a green old age and are happy ever after. The longer I live and practice medicine, the more am I convinced that no rule is of any account. It would seem like a good argument that men who quit active careers to dwell in idleness are likely to rust out soon, or grow fat and die of heart failure, or shrivel up and blow away."

"But look at retired farmers, a great and growing class. Every small town has a lot of them. After years of hard work they move to town and do nothing but play checkers and talk politics. Does this reversal of habits lead them to an early grave? Not so you'd notice it."

"The opposite course is more likely to be fatal. A man spends his best years in town holding down an elegantly upholstered office chair. He gets short-winded and weak in the legs and when he climbs a flight of stairs he has to sit down and fan himself to get back his breath. He's always looking forward to the time when he can save a little patch of ground and tinker around outdoors in the sun and get back his vanished youth."

"Many met realize this ambition, and

it usually puts them in boxes. I had a friend who dreamed of a quarter of a century of owning a fruit farm down south. Finally he bought one, and when he was about ready to set forth on the charge of it, I told him against exerting himself. I told him to sit on the porch and sip cold drinks and let somebody else do the work, and he might live many happy years; but if he undertook anything like real work I'd expect his wife to send me a card with a black border around it, inviting me to the funeral festivities."

"He went down to his fruit farm and started in to uproot an old dead tree and overheat himself, and I got that card from his widow sooner than I expected it."

"But a few instances of the kind don't make a rule. In fact there is no rule that isn't shot full of exceptions. We used to think it bad for the health to get the feet wet, but the healthiest man I know spends several weeks at a stretch in hunting, up to his knees in ice water. Doctors even used to caution people against sleeping in a draft, and now everybody sleeps where all the winds of heaven blow."

"I wouldn't advance any theory as an inevitable fact, except the theory that we'll have to pay taxes while we live."

Hon. W. C. H. Grimmer of St. John, arrived in the city last night. He is at the Queen.

USE "CASCARETS" FOR LIVER AND BOWELS WHEN CONSTIPATED

When bilious, headachy, sick, for sour stomach, bad breath, bad colds.

Get a 10-cent box. Take a Cascaret tonight to cleanse your Liver, Stomach and Bowels, and you will surely feel great by morning. You men and women who have headache, coated tongue, a bad cold, are bilious, nervous, upset, bothered with a sick, gassy, disordered stomach, or have backache and feel all worn out. Are you keeping your bowels clean with Cascarets — or merely forcing a passageway every few days with salts cathartic pills or castor oil?

Cascarets immediately cleanse and regulate the stomach, remove the sour, undigested and fermenting food and foul gases; take the excess bile from the liver and carry off the constipated waste matter and poison from the bowels.

Remember, a Cascaret tonight will straighten you out by morning. A 10-cent box from your druggist means healthy bowel action; a clear head and cheerfulness for months. Don't forget the children.

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For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Chas. H. Fletcher*

ST. ANDREW'S RECEIVED A BAD DEFEAT

Local Curlers on Their Mettle
Yesterday—Score was 112 to 73—Visitors Led at Night.

Playing six rinks a side the St. Andrew's club of St. John was badly beaten by Fredericton here yesterday. It was in the afternoon that the local curlers won the match taking a lead of 44 points. At night the play was close, the visitors having a margin of five.

The Fredericton men were out to win and some strong rinks were on the ice. The score by rinks follows: St. Andrew's Fredericton.

| Afternoon. | |
|------------------|------------------|
| F. G. Goodspeed | W. T. Gerald |
| J. K. Blenkinsop | A. A. Shute |
| A. R. Melrose | L. C. Macnutt |
| R. L. Magee | S. D. Simmons |
| skip 9 | skip 16 |
| V. McLellan | C. W. Hall |
| H. H. McLellan | E. J. Miles |
| C. B. Allen | H. V. B. Bridges |
| F. C. Beateay | R. FitzRandolph |
| skip 7 | skip 28 |
| — Smith | R. D. Hoben |
| H. Lynam | J. Neill |
| L. Foster | H. B. Colwell |
| H. L. Rankine | T. A. Belmore |
| skip 9 | skip 25 |
| — | — |
| 25 | 69 |

| Night. | |
|----------------|-----------------|
| H. R. Dunn | W. P. Keenan |
| F. P. Gregory | W. Limerick |
| S. B. McCavour | C. P. Holden |
| B. Stevens | T. A. Wilson |
| skip 22 | skip 10 |
| A. E. Everett | H. R. Babbitt |
| F. W. Coombes | J. H. Ramsay |
| C. H. Peters | A. McM. Staples |
| S. B. Smith | F. P. Hatt |
| skip 14 | skip 29 |
| R. Cummings | E. A. McKay |
| R. H. Haley | F. W. Porter |
| A. H. Merrill | H. H. Hagerman |
| P. A. Clarke | A. S. McFarlane |
| skip 12 | skip 13 |
| — | — |
| 49 | 43 |
| — | — |
| Grand total | 73 112 |

The visitors were entertained at supper after the match.

AN OLD TIME CURLING MATCH

The following account of a curling match is reproduced from the files of the St. Croix Courier of thirty years ago:

Four rinks of the Fredericton curling club arrived here on Thursday afternoon's train, to play a friendly match with the border curlers. They were accompanied by a number of excursionists who came to inspect W. F. Todd's horses and farm at Oak Point. The curling was completed in the evening with the following score:

| Fredericton | St. Stephen |
|----------------|-------------------|
| Edgcombe | Stevenson |
| Murray | Hyslop |
| Hazen | Mitchell |
| Street, skip | 18 Chipman, skip |
| Jennings | Murchie |
| Barker | McGowan |
| Hodge | Whitlock |
| Rutter, skip | 21 Andrews, skip |
| Berry | Ganong |
| Macnutt | McKenzie |
| Allen | Grant |
| Hawthorne, | W. Brown, |
| skip | 13 |
| Young | 16 |
| Everett | Gilmore |
| Johnson | Brown |
| Hoegg | 13 Mitchell, skip |
| Grievies, skip | 10 |
| — | — |
| 65 | 52 |

Majority for Fredericton, 13.

Wood's Peppermint Cure. The Great English Remedy. It cures all the ailments of the throat, chest, and lungs, and invigorates the whole nervous system, makes new blood, and cures all the ailments of the head, heart, and brain. Price 21 per box, six for 25. One will please, six will cure. Sold by all druggists or mailed in plain package on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., London, W.C. (England)

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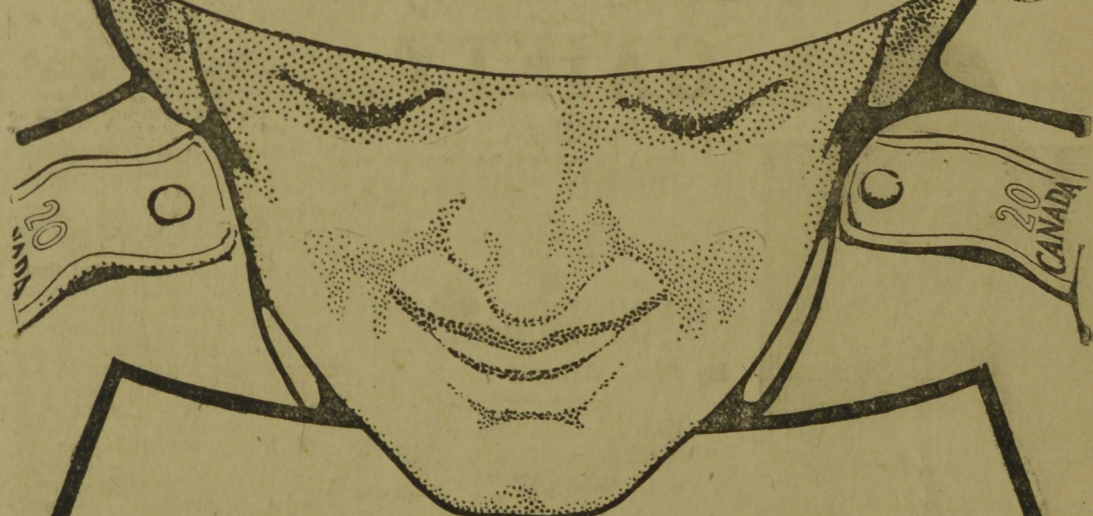
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THE FLAVOUR LASTS!

MADE IN CANADA



Canadian Railway Situation

The following interesting statement by Lord Shaughnessy on the Canadian Railway Situation appears in the Annual Financial Survey of the Toronto Globe.

AFTER forty months of this great world war, the railway situation in Canada presents a very different face from that of peace times, when the chief problems to solve were the problems of development and construction necessary to keep pace with a huge immigration.

An indication of the difference in conditions is shown in Canada's trade balance, which has been converted from a heavy "minus" to a substantial "plus," the exports for eleven months of 1917 exceeding those of a similar period in 1913 by over a billion dollars. As the total import and export trade for that period in 1913 was itself less than a billion dollars (to be exact \$994,467,000) the increase in traffic-moving effort may be realized. That transportation energy and increase of traffic have been coincident with a growing shortage of labor, a higher cost of living, necessitating higher wages, and immense increase in the cost of material necessary for maintenance and repair of roadbed and equipment, so that the added traffic has meant not increased profit but increased anxiety for the carriers. The labor shortage may be illustrated from the records of our own Honour Roll, which show that up to December 6th, 7,021 employees of the Canadian Pacific had enlisted for active service.

The satisfactory features are the efficiency with which the Canadian railways have done their part under such trying circumstances, and the remarkable absence of congestion as compared with the congestion that has been so noticeable on the railroads of the United States since our great neighbor to the south entered the war and faced identical problems. Elaborate networks of railways Canada with fewer ports and a much less ada has solved its war-export problems with infinitely less confusion. From the beginning of August, 1914, to November 30th, 1917, the Canadian railways have handled for the Imperial Government over 6½ million tons of supplies, exclusive of horses and mules, most of which may be considered as supplementary to normal traffic, but so admirably has the movement been timed with the arrival and departure of steamers that not a cent has been earned by the ships as demurrage.

The burden of financing such movement of traffic under such conditions has, however, proved too serious for some Canadian railways, and were it not that the Canadian Pacific is more than a mere transportation system and holds extraneous assets of great value that have proved an unexpected large source of income, we might have had difficulty in finding the very considerable sum that we have invested in war loans to the British and Canadian Governments not to mention the dividends that our shareholders and the financial world at large have become accustomed to expect.

The efficiency and absence of congestion with which our enormous war traffic has been handled might well be taken to heart by our American friends who, if I may venture

the suggestion, are looking too hopelessly to the centralized effort of an overworked Government when they should depend more on the trained enterprise of the individual industrial units that have been so efficiently developed during times of peace, because any form of control that will have the effect of lessening the sense of keenness and responsibility on the part of these units, is sure to be disastrous in its results. If they are not too proud to profit by our experience in Canada, they should solve their traffic problem by placing under Government control not the railroads but the shippers, leaving the railroads with their trained operating staffs, untrammelled by political considerations, to find out how to carry the maximum traffic to given ports at a given time, over a given route, and helping these railroads to secure on fair terms the funds for necessary maintenance and equipment. A Government Controller of Shipments, corresponding to our Director of Overseas Transport, is needed, not a Government Controller of Railroads. It is folly to send out an S. O. S. call for Government control or ownership of the railroads themselves, a control which experience has shown to be fatally opposed to economy and efficiency.

Realizing that the interests of localities stand second to the interests of the nation as a whole, the Canadian railways have agreed to reduce competitive services wherever possible, so that train crews and equipment should be released for the one vital effort, namely, the efficient transportation of war supplies, and for this purpose the Canadian Railway Association of National Defence has been formed, comprising the executive heads of the leading railways. They are doing this with the unqualified support of the Board of Railway Commissioners without disturbing—indeed, they are furthering—the admirable work of that body which, under its statutory position has semi-judicial rather than administrative powers. In this way the railways themselves are doing efficiently, economically, and without political interference what might have been done inefficiently and expensively under Government control. They are working together harmoniously because they are inspired by the same patriotic spirit, and the absence of friction with which their economies are being received by the public shows that the public has confidence in their judgment. Under such guidance the Canadian railways are in a position to maintain their present efficient operation of a very large volume of traffic, and, indeed, relieve the congested American railroads of traffic which appears to be becoming too much for them.

Our only real handicap is the difficulty of financing the operation of our railways at the old rates, when cost of labor and cost of material keep mounting up. With a reasonable increase of rates corresponding to this increased cost of production the Canadian railways are well able to face even severer traffic problems than those which they have already so admirably solved.