

SPECIAL TRAIN FOR WOLFVILLE A POSSIBILITY

U. N. B.-ACADIA GAME IS ORDERED REPLAYED

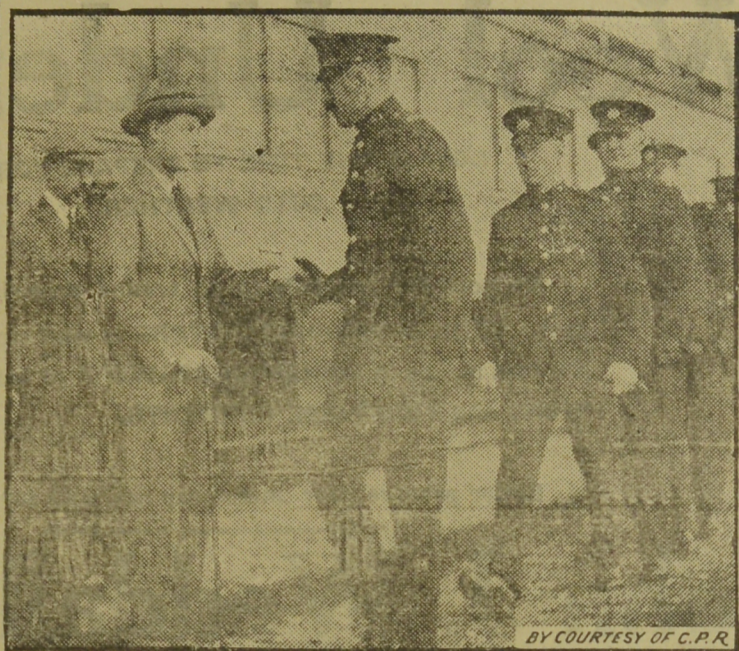
Atkinson to Work Out With Red and Black Squad—Hard Practices—Seeking Referee.

Preparations are under way for a special train from Fredericton to Wolfville leaving this city Friday night and returning Sunday morning to enable U. N. B. students and other supporters of the Red and Black to accompany the team to Wolfville and see the Acadia-U. N. B. Rugby game which has been ordered replayed by the Western Intercollegiate League. Two thousand dollars is the price set by the C. N. R. for special train but the college students think that enough can be secured to take the trip to make up that amount.

The decision of the three faculty representatives of U. N. B., Acadia and Mt. Allison who met at St. John Saturday night was that the protest of U. N. B. against the substitution employed by Acadia when Crandall was replaced by Simms, should be sustained and the game replayed. Saturday is

THE OLDEST MAN LIVING

If asked about his corns would say they didn't bother him because he always used Putnam's Corn Extractor. For fifty years "Putnam's" has been the favorite because painless and sure. Try only "Putnam's," 25c. at all dealers.



The Prince Bidding Good-Bye to C. P. R. Police at Flavelle, Ontario.

the most desirable date but it may be Friday.

The decision to replay gave great satisfaction to the U. N. B. men who had been practising in the event of the game being ordered replayed. This week the squad will be worked hard and the experience gained at Wolfville last Tuesday will be used in further training the team. Atkinson who played in 1913 and 1914 probably will work out for the team as he is now considered to be in fit condition to play. He is a good player with lots of weight and should count heavily. Whether there will be other new players is not yet known.

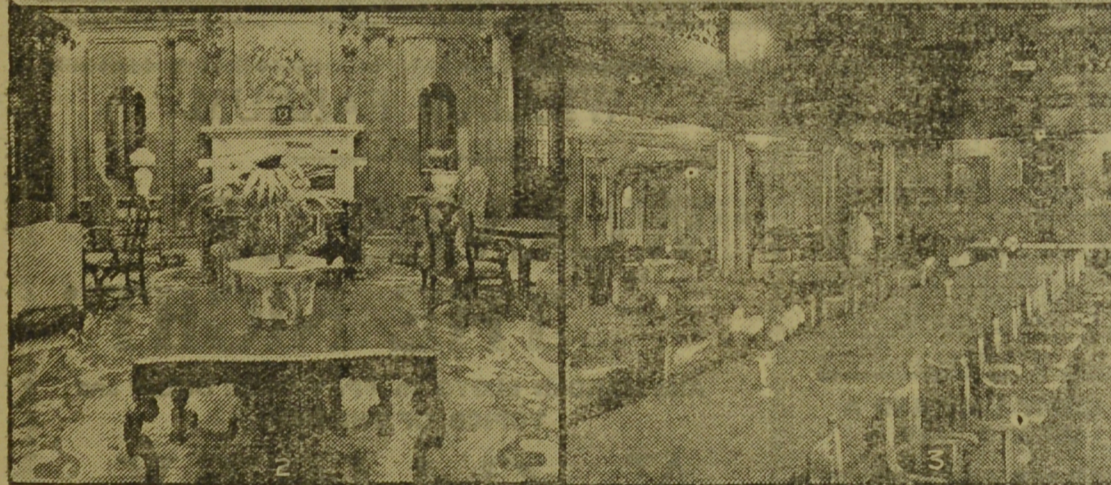
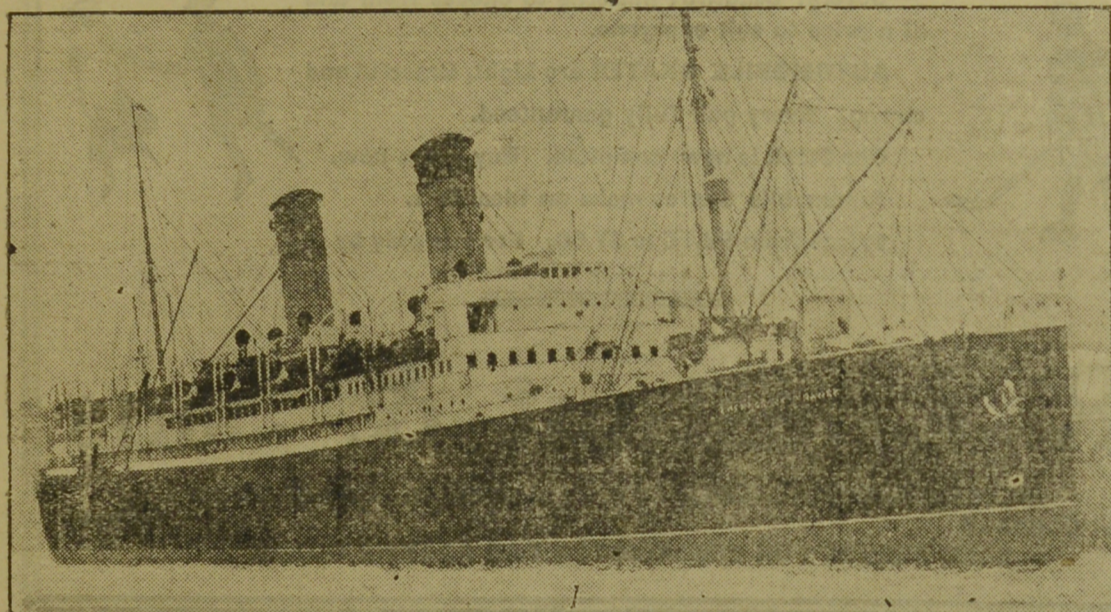
Determination to win and again place the name of U. N. B. on the

Clark trophy is characteristic of the Red and Black this week and good turnouts to help the team in its work-outs are to be the order.

A referee is now being sought. Archie Babbitt formerly of Fredericton, an old U. N. B. player who is located in Halifax has been asked to recommend some referees and word from him is being awaited.

Parties whose subscription to THE MAIL is in arrears will confer a favor by forwarding the amount due without further delay. Remit by Postal note or registered letter to The Mail, 327 Queen Street, Fredericton, N. B.

AN INTERESTING WAR RECORD



(1) C. P. O. S. Empress of France. (2) The First Class Lounge. (3) The First Class Dining Saloon.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsatian" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconducted since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 600 ft.; beam 72 ft.; depth (to D deck) 54 ft. 6 in.; and a tonnage of 18,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsatian" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 6th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-6 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty, sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission.

From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keighley Peach, under whose flag she terminated her commission as an Armed Cruiser.

The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer was placed in charge and they were taken into a United Kingdom port for closer examination. This similarly applied to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests.

In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection Duty. The "Alsatian" figuring amongst the number and being stationed on the North Atlantic route in

such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 30,000, principally Americans.

While engaged on Convoy Escort duties the "Alsatian" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 14th, and re-docked at that port on December 11th, 1918, having steamed a total distance on Government Service of 256,741 miles and consumed 170,571 tons of coal.

On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty for reconditioning, being redelivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 26th.

Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the R.O. for services rendered, being succeeded by Captain Cook at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keighley Peach. Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and now commands the vessel.

WELL DESERVED TRIBUTE TO HON. F. B. CARVELL

Woodstock Has Lost One of Its Foremost Citizens by His Removal to Ottawa—Has Been a Power in the Public Life of the Country—Successfully Fought the Battles of the People for Many Years.

(Woodstock Sentinel)

Today's personal notes show that at the close of last week, the Hon. F. B. Carvell ceased, for the time being at least, to be a citizen of the Town of Woodstock. He has sold his house and with his family taken up permanent residence at Ottawa, according to the provisions of the law governing his office as Chairman of the Board of Railway Commissioners for Canada.

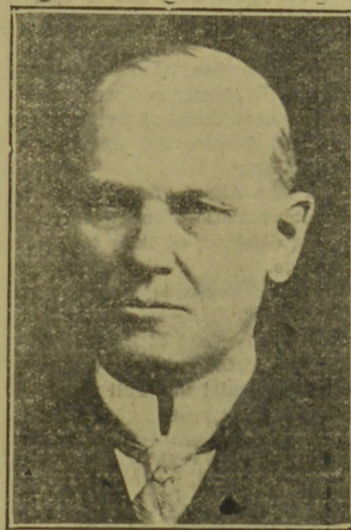
Carleton County has produced many distinguished men, but none the equal of Frank Carvell either by measuring his breadth of character or in the excellence of his attainments, he might have sacrificed the former for even higher yet the highest position of public favor and honor, for if he had placed self before his country when conscription was before the Commons and opposed the measure, he would without doubt have been the next premier of Canada, but at a time when the great allied powers for the

know that the next six months would find the whole weight of the Teuton aggression hurled against the Western front, then Frank Carvell perceived his responsibility and sensed the path of duty, knowing the wrath that he was about to invoke upon himself, he took the stand that his conscience directed and history will vindicate it as it has the others who had the vision of the ought and the will to do so in times of national crisis.

Mr. Carvell has lived with us a good many years. He has been before the public far longer than any other man in this county, and from the day that he and Mr. Hartley formed a partnership for the practice of law in 1893 to last Saturday when he boarded the train for Ottawa, where is, or has there been a person that could frame a single sentence detrimental to his reputation either as a private citizen or as a public servant? No Royal Commission ever was necessary to investigate his public dealings, no Court of Law ever sat in judgment on his action either private or public. Certainly he was not a perfect man. He did not possess the grace necessary for a public flatterer and his hatred of wrong doing often carried him beyond average human sympathy but withal he was gentlemanly, courteous and kind.

A democrat to the core, and being in touch with men in all walks of life gave him a knowledge of detail that made him a peer at the Bar in matters of evidence and a powerful and exhaustive debater of the country's affairs in the House of Commons.

Some may grouch because he has landed a responsible and lucrative office, but they should think of the years he fought successfully the battles for his party and country and the great sacrifices he has made, and after all it was not a matter of bestowing favor but a particular man was needed for a very responsible position and when the Government of Canada sought a fair, honest and impartial administrator, they could not have found the peer of stern, unswerving, upright Frank Carvell.



HON. F. B. CARVELL, K. C.

world's preservation were in their sorest need—when Russia had fallen, when Italy was crumbling and Britain and France were drained to the dregs in men and resources, it did not need the imagination of a prophet to

STOMACH DISORDER

ONLY 6 MONTHS TO LIVE

Read What B. B. B. Did for Him

Mr. Hanz Kehki, Magnolia, Alta., writes:—"Some years ago I became very sick from stomach disorder, which the doctor told me had started from drinking bad water. I tried local doctors, but finding I got worse from day to day I went to a doctor in Edmonton. He told me that I must have an operation, and that if I didn't I couldn't live any longer than six months. I told him I had better die after six months than be cut to pieces. I did not have the operation but returned home. No one was there to meet me at the station, because they did not know I was coming. I felt so bad I couldn't walk farther than 10 yards without resting. It took me 6 hours to walk 2 miles; the distance from the station to my home.

Some weeks later I read an advertisement about your Burdock Blood Bitters. After I had used one bottle I felt much better, and after using three bottles I was completely cured; therefore you see your B. B. B. has saved my life, and I cannot praise it too highly."

Burdock Blood Bitters puts the stomach into shape by promoting perfect digestion, and restoring health and strength to the system. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

Returned From Hunting.

Mr. and Mrs. W. Z. Van Wagenen of Pelham Manor, N. Y., were registered Friday at the Barker House. They were on their way home after a successful and enjoyable hunting trip with Guide Frank Russell, of Doaktown.

Nobody ever made a good job of trying to be somebody else.

Hitting the Bullseye Since 1864
Stevens
Shotguns - Rifles - Pistols

Single or Double Guns

—Barrels and lugs drop-forged in one piece.

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DRY GOODS, HOSPITAL FURNITURE, BEDDING, HARDWARE, LEATHER GOODS, JUNK, ETC.

SALES WILL BE MADE BY SEALED TENDER

Persons desiring to tender are requested to register their names and addresses with the SECRETARY OF THE WAR PURCHASING COMMISSION, BOOTH BUILDING, OTTAWA, stating the class of goods in which they are interested, whether new or second hand, or both.

Tender forms with full details of the goods and places at which samples may be seen will be mailed when ready to those who have registered as requested above.

SPECIAL TERMS TO HOSPITALS, ETC.

Dominion, Provincial and Municipal departments, hospitals, charitable, philanthropic and similar institutions which are conducted for the benefit of the public and not for profit, may purchase goods without tender at prices established by the War Purchasing Commission.

Returned Soldiers and Sailors and Widows and Dependents of Soldiers and Sailors killed in the war, may obtain supplies, for their own personal use and not for resale, through the nearest branch of the Great War Veterans' Association, who will combine individual orders and forward to the War Purchasing Commission through the Dominion Command of the Great War Veterans' Association. These services are rendered by the Great War Veterans' Association to all parties in the classes named, whether members of the Great War Veterans' Association or not.

All communications should be addressed to the Secretary, War Purchasing Commission, Booth Building, Ottawa, who will be glad to supply lists and further details to those interested.