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DIFFICULT TO SEE INTO THE FUTURE

(Eastern Chronicle New Glasgow, N. S.)

Just twenty years ago Woodrow Wilson lectured on history before the Brooklyn Institute. The report was a stick in length and was buried at the bottom of the column on an inside page. But Woodrow Wilson was then on the right track and was heading straight for a royal salute at Dover and a chatty visit with the world while crowned heads of Europe, and a night in a bouncing bed at Buckingham Palace. It is hard to tell who the great are as you see them walking up and down Fulton street.—Brooklyn Eagle.

While interesting there is nothing so absolutely remarkable in the circumstance. Some time ago in looking up back files of the Eastern Chronicle, around about 1901, we came upon an item reading, "Max Aitken, insurance agent, left town for Halifax this week." It now seems that Max was on the same track, just as much as Woodrow was, when he delivered his lecture on history. Both have since made history. Woodrow Wilson crossed the Atlantic with an escort of battleships. If writers on the other side can be credited, Max Aitken had something to do with the royal salute that greeted the great American. Aitken is now Lord Beaverbrook, but they tell us he is still "Max" to those intimate with him. He calls Lloyd George "David," J. M. Barrie, "Jim," and H. G. Wells, "Herb." That's going some, as the small boy would say. He is credited with the organization of the British War Coalition Cabinet, when he crooked his finger and "David" came from one side and his fellow New Brunswicker, "Bonar," came from the other side. In a trice he had a government with Lloyd George and Bonar Law working together. Max was content to be Minister of Propaganda in the government. From a lecture platform in Brooklyn to a royal salute in England in twenty years is admittedly making progress; yet the spasms from insurance agent in New Glasgow to dispenser of propaganda for a whole empire, with a peerage thrown in, only ran over seventeen years. It is impossible to tell who the great are as you see them walking up and down Provost street, New Glasgow.

EVERY WINTER FOR 20 YEARS

writes Mr. I. Whitesmith, of Manilla, Ont., "I suffered agonies with chapped and cracked hands. My thumbs were so badly cracked that they actually never healed up from one winter to the next. As I am a watchmaker, I found it very awkward to do fine work with my hands in such a state."

"Of course, I tried remedy after remedy, but nothing was capable of effecting a permanent cure until I used Zam-Buk. This wonderful ointment, in conjunction with Zam-Buk Soap, cured me completely and permanently—even to the healing of the cracks in my thumbs—cracks of twenty years' standing!"

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LIVELY INTERCHANGE AT CITY COUNCIL MEETING

Mayor Hanson Says He Will Stand for No Attempt to Block Permanent Paving—Ald. F. C. Cooper Wants Extra Use of Gravel for Repair Work—Ald. McKay Makes Some Pointed Remarks—City Will Advertise for Engineer.

In committee last night the City Council instructed the City Clerk to advertise for a City Engineer, the applicant to be a competent municipal engineer and particularly qualified for the construction of streets. Street matters were referred to by His Worship Mayor Hanson, who pressed for a start on the permanent paving program as early as possible. The recommendations of the Street Committee, presented at the previous meeting, were considered, Ald. McKay and Ald. Cooper, speaking strongly in favor of following them out during 1919.

There was a clash of opinion and a brisk interchange of remarks. The Mayor stated that the Street Committee was going to draw no red herring across the trail without a fight from him. If there was any scheme to block permanent paving he wanted to know it. The two aldermen mentioned said they had no desire to prevent permanent paving, but wanted some steps taken to place the streets in passable condition during 1919, also expressing the opinion that it would be impossible to make a start on permanent paving during the present year.

Preliminary Work.

The decision to advertise for a City Engineer was reached after the Mayor had brought up the matter. His Worship in response to Ald. McKay's query as to how the City Engineer would be employed, stated that he first would make a thorough survey of the city and see what was necessary to place the water, sewerage and surface drainage systems in proper condition for permanent paving. Mayor Hanson further stated that he had made arrangements with Mr. Roy Carritte, of St. John, manager for the Barrett Company, to meet him and talk over

street matters. He would be pleased to have as many of the aldermen as possible meet Mr. Carritte on Tuesday at an hour to be arranged.

Committee's Recommendations.

The recommendations of the Street Committee, which had been presented by Ald. McKay, were taken up section by section. His Worship, while going through the report, expressed himself as not much impressed with the recommendations and in favor of permanent work on the streets.

"What do you intend to do in the outside district?" was Ald. McKay's enquiry.

"Nothing, if it was up to me," said the Mayor.

"Well, the people there pay taxes. What are they going to get for them?" was Ald. McKay's rejoinder.

"Look over the assessment list," replied His Worship, "and you will see that the people in the outside district paid very little in taxes. As a matter of fact they have had more expended on the outside roads than they paid."

Mayor Says He Will Fight.

"I suggest that the Street Committee purchase one or two thousand extra tons of gravel for repair work," said Ald. Cooper.

"If this is a scheme to block permanent paving," replied the Mayor warmly, "I want to know it."

"You cannot get sufficient material to begin permanent work this year," said Ald. Cooper.

"Anything can be done if a real effort is made," was the retort of the Mayor. "If this is a red herring across the trail I'll fight it."

Ald. McKay Warmly Up.

"I am drawing no red herring across the trail," said Ald. McKay, warming to the subject, "and I can prove it. Last year I worked day in and day out in the interest of the city, and got little but abuse for it. It would have been better for me if I had sat at home."

"We all take abuse," answered the Mayor. "A few days ago a letter was published in a newspaper which implied that I was advocating permanent paving because I was interested in motor-trucks. Motor trucks have never been mentioned."

"I know nothing about motor trucks in this connection," said Ald. McKay, "but I do know this, that the automobile owners of the city are behind the scheme."

On motion, the Street Committee was authorized to purchase one or two thousand tons of gravel in addition to that already authorized.

"One thousand tons to be used down by the Farm," said Ald. McKay.

Ald. Cooper said permanent streets were all right and probably would come in time, but what he wanted was the streets put in passable condition as soon as possible.

There was some more discussion on the use of gravel and the manner in which it had been purchased in the past.

"There is nobody grafting on the Street Committee this year, but there was last year, and the year before," said Ald. McKay.

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SNIPER KILLED AN AMERICAN RED CROSS DOG

New York, Dec. 29—One of the casualties in France not sent over the cables, and one which probably never will be, has just come to light through a communication received by Mr. and Mrs. Edgar T. Tabbert, Richmond Hill, from the Red Cross.

Judge T., a Great Dane dog, had been presented to the Red Cross by the Tabberts last July for duty abroad when he was 2 years old. Judge T. was killed in action November 1, after having performed many feats of heroism. A marker on the dead canine's grave is inscribed with the following words: "Here lies a heroic dog—Judge T."

Mr. and Mrs. Tabbert procured the animal when he was six weeks old. Mr. Tabbert and his 1-year-old son found the dog very intelligent and taught him many clever tricks. After being trained at the Police Department stables in Manhattan, Judge T. was sent abroad.

The Great Dane sought out the wounded on the battlefields. One of his records was the saving of two wounded American soldiers, who came near being drowned in a water-filled shell crater. The animal seized the soldiers, one after the other, by their coat collars, and dragged them to safety. At another time he carried over 150 Red Cross first-aid kits to wounded men lying in No Man's Land. A harness was fitted to him in such a manner that one end of a stretcher was fastened on his back the other end being carried by a man, and in this wise the intelligent animal was enabled to do one man's work. Another duty of the Great Dane's was to carry messages from one army headquarters to another. He was also employed in standing guard outside officers' tents at night, and Judge T. was never accused of being asleep on post. When it was thought that the animal had earned a rest, and he was taken back to a rest camp, he refused to eat or sleep, so restless did he become for action, and it was found necessary to send him back to the front lines to content him.

The end of Judge T. came when he was performing another unusual duty. He was with a regiment of engineers, trying to throw bridges across the River Meuse. The animal took a rope in his teeth and swam across the stream with it. He was on his third trip with ropes to pull bridges into place when a sniper "got" him. The sniper's bullet went into the center of a large white spot the dog had on his forehead.

Judge T. was dragged ashore by the engineers and there was real mourning for an animal that had shown almost human intelligence. The Great Dane was buried with full honors.

NEW JERSEY SILK WORKERS LOCKED OUT

Paterson, N. J. Feb. 3—Several thousand silk workers, were locked out of their places of employment, when they arrived this morning, at 7:30 o'clock, a half hour later than usual time of reporting for duty.

The employees in refusing to enter the shops at seven o'clock, thus began their fight for a 47 hour week, in accordance with a compromise offer made by the men to the manufacturers, last week. The manufacturers refused to agree to this offer, and the doors of some of their shops were closed when the employees did not arrive at the customary hour today. The number of employees affected could not be estimated early this forenoon. Should all the silk shops close thirty thousand persons would be thrown out of work.

Why don't railroads discharge their grouchy employees?" asked a Kansas City paper. Then who would run the railroads?

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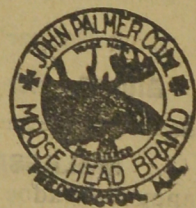
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