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ALMOST BLIND FROM HEADACHES

It is hard to struggle along with a head that aches and pains all the time. Headache seems habitual with many people; indeed, some are seldom, if ever, free from it, suffering continually, and wondering why they can get no relief.

In nine cases out of ten, persistent headaches are due to poisoned blood, the blood being rendered impure through some derangement of the stomach, liver or bowels.

The reason Burdock Blood Bitters makes permanent cures of all cases of headache, is because it starts the organs of elimination acting freely, and the poisons and impurities are carried off from the system, purified blood circulates in the brain cells, and instead of pains and aches there is revived mentality and bodily vigor.

Mrs. Geo. Monck, Arden, Ont. writes "I have been troubled a great deal with sick headaches, and at times would almost go blind, and have to go to bed. I tried different kinds of medicine without any benefit until I was advised to use Burdock Blood Bitters. After taking it, I have not been troubled since."

B. B. B. is a purely vegetable remedy, and has been manufactured for the last forty years by The T. Milburn Co., Limited, Toronto, Ont.

GREAT BRITAIN WOULD SINK HUN SHIPS

Paris, Feb. 23.—Out of the great number of contradictory statements being published concerning the disposition of German warships which have been seized, this much may be accepted as definite official fact: "Great Britain insists that these ships be destroyed."

This proposition, it is understood, will be put before the Supreme War Council as a part of the British proposals for definite peace terms. The published assertion that these ships will be destroyed would seem premature since there is considerable opposition to the plan, especially on the part of France.

Opposition has been voiced in various quarters to the destruction of the ships on the ground that they represent material required for industrial purposes.

In this connection one important feature of the British plan has not been published. Great Britain does not propose to destroy the engines or other parts of the ships which have industrial value. She would remove these parts and then destroy the hulls and armament.

MINARD'S "KING OF PAIN" LINIMENT

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Minard's Liniment always gives satisfaction. For any ache or pain it gives instant relief.

Minard's Liniment Co., Limited
Yarmouth, N.S.

HEAVY LOSSES BY HUNS IN THE JUTLAND BATTLE

Official Account of the Great Battle Given Out by the Germans

Is Believed to be Accurate—Losses in Killed and Wounded Were Heavy—Many Battleships and Cruisers Were Hard Hit by British Shells and Some Destroyers Were Never Heard of Again.

London, Feb. 22.—There is no reason to doubt the substantial accuracy of the German official account of the losses suffered by the German fleet in the Jutland naval battle on May 31, 1916, it is learned officially by Reuters. The German figures published in June, 1916, showed that the casualties to the fleet personnel were: Officers, killed or missing, 172; wounded, 41; other ranks killed or missing, 2,313; wounded, 440. Total, 3,075.

Officials details of damage done to individual vessels follow.

Battleship Koenig was struck about fifteen times and badly damaged. The ship went down by the head until her foremast was only six and a half feet above water. The crew of the forward torpedo tube was imprisoned until the ship was placed in dry dock June 5. Four fires were started on the ship and Admiral Henke was wounded in the head and the casualties on board were heavy.

Seydlitz Hard Hit.

Cruiser Seydlitz was hit by twenty-eight shells and one torpedo from a British destroyer. Her foremast was riddled and her fore turret was put out of action. The entire crew of the turret and magazine was killed, with the exception of three or four men. The ship was beached in a sinking condition, but was afterwards refloated and repaired. She suffered heavy casualties.

The battleship Grosser Kurfurst was damaged by a torpedo and four heavy shells. Engines were damaged.

The battleship Mark Graf was badly damaged, a torpedo having struck her.

The battleship Oldenburg was hit by a shell from a destroyer which killed eleven and wounded about a dozen, mostly officers on the bridge.

The battleship Ostfriesland struck a mine, which tore a large hole in her starboard side. She was assisted into port by salvaging vessels.

The battleship Schlesien was damaged slightly by splinters and injured in a collision which occurred when she attempted to avoid the torpedoed Pommern.

The battleship Schleswig-Holstein was so badly damaged that the repairs necessary required several weeks.

Casualties Heavy.

Battle cruiser Luetzow sustained at least forty direct hits from British gunfire, which did enormous damage, and was also twice torpedoed the evening after the battle. She was abandoned the next morning and sunk by two German torpedoes. Her casualties are variously given as being from 400 to 500.

After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-war problems with confidence and ease.

"No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Sane optimism as to our future is justified.

"From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedentedly severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railway War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit, not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible.

"While periodic attempts are made to compel an immediate decision as to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, has ever faced us. It is too important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts as to the present efficiency of the roads, and the probable—not fanciful effect which any serious change of policy must have upon that service and facts.

"Many mistakes have been made in the past, due to the ambitions of men or the ill-considered action of Governments. No good purpose, so far as I can see, is served by dwelling on these mistakes now. They were sanctioned at the time by a majority of the people of Canada. They can now serve only as a warning against other popular mistakes of even greater magnitude. An error in the shaping of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling

Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

"The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question sounds simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses on demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

"I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly developed to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty odd years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the track-

tion.

"This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair—not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experience of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system.

"When we know more about Government operation in Canada and in the United States we may modify, or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly.

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If it may be permitted to parody the old proverb I should say "Nationalize in haste, repent at leisure."

—From the Montreal "Gazette."