

"I Was in a Habit Rut."

"I had always used a safety razor. I'd insert a new blade—a good enough first shave; then each shave worse.

"The blade got duller and duller, until in a fret I'd throw it away and insert a new one. A constant annoyance, an expense.

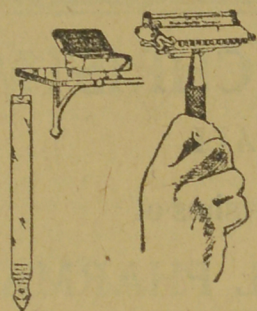
"I thought I'd go through life shaving this way. Ever dissatisfied. I was in a habit rut.

"But now I own a Valet AutoStrop Razor. I sharpen the blade, I shave, I clean the razor, all without removing the blade.

"I'd never go back to the old way."

And neither will you go back to the old way when you have used the Valet AutoStrop Razor with the automatic self-stropping feature built right into the frame of the razor. Not only does it mean a "first shave" edge every day on the same blade, it also means a quicker and smoother shave.

Just switch for awhile. See if you'd go back to the old way.



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Reg. in Canada

Note:—
Leather strop for sharpening the blades is supplied as part of every set.

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GREAT BRITAIN BARES SECRET OF THE NEW MYSTERY SHIPS; REPRESENT 70 MILLION DOLLARS

(By Joseph Grigg in New York Sun.)

London.—The veil of secrecy which has enwrapped the two superdreadnoughts, the Nelson and the Rodney, which Great Britain has been able to construct under the terms of the Washington treaty, has been drawn aside sufficiently by the Admiralty to permit the taxpayer to obtain some idea of the very latest thing in battle-craft for which he is paying.

In appearance they are nothing less than scarecrows of the sea. To the expert they are the last word in battleship construction in the light of lessons learned at the battle of Jutland. They are as powerful as they are ugly. While the rakish lines of the hull denote speed the top hamper almost defies description.

Of course the Admiralty has not divulged all the secrets. Nothing has been said about the number of aircraft which these 35,000 ton arsenals will be able to carry, nor has anything been vouchsafed about auxiliary machinery.

When they go into commission next year they will represent a cost of \$70,000,000 of \$35,000,000 each. Their annual upkeep will absorb a total of \$4,329,600, which is three times as great as that of a battleship of the Iron Duke class, the latest type of British warship at the outbreak of the war. The cost of firing practice for each ship will amount to \$204,950 annually.

Acme of Freakishness.

They are the acme of freakishness in an era when marine designs are suffering a great revolution. According to the latest edition of "Brassey's Naval and Shipping Annual," "everything concerned with sea affairs is undergoing a change which is finding expression in a variety of ways, and is in particular affecting equipment of all types of ships."

The Nelson and the Rodney, it is contended, represent as revolutionary a development of the capital ship as did the original dreadnought when she took the water twenty years ago.

Nor are these freakish arsenals of the deep to be regarded as the final word in battleships. According to the experts, they are the first of a type. As Rear Admiral Sir A. E. M. Chatfield of the technical staff of the Admiralty says: "Some people have suggested that this (the Rodney) is one of the largest ships that would ever be built, but that is not the view of the sailor. Sailors believe that the Rodney is not the last of her line but the first of a new line. It is a landmark as the dreadnought has been a landmark and just as important a landmark as the dreadnought."

At the same time that the Admiralty permitted publication of photographs of the Nelson, there were printed also photographs of the reconditioned Warspite, which was engaged at the battle of Jutland, and which is to be the flagship of Admiral Sir Roger Keyes in the Mediterranean. She formerly had two funnels. Now she is equipped with a funnel resembling a chemist's retort, for it is really two funnels in one. The Japanese had already adopted this queer type of funnel. It was found that a funnel too near the bridge seriously affected the officers and men there as well as in the foretop, where the control gear for the big guns is situated. The change has made for ugliness.

The British tar has described the aircraft carrier Furious, with its top hamper located to one side of the ship, as a "bloomin' railway terminus at sea."

For two years or more the world has been treated to frequent speculative descriptions of the Nelson and the Rodney, the so-called "hush-hush" ships. Some of the speculations have proved to be correct. Amidships there is a great armored structure like the keep of a mediaeval castle instead of the former conning tower. One naval writer says this armored structure is like a Chinese pagoda of many terraces. Another says these battleships resemble "overgrown monitors."

They are 702 feet long at the waterline, have a beam of 106 feet and a mean draught of 30 feet. When fully manned they will have a complement of 1,500 officers and men.

Breaking with tradition, the triple turret long in use in the United States navy has been adopted. They will mount nine 16-inch guns in triple turrets forward and twelve 5-inch guns on the broadside. From the main batteries forward they can hurl 22,149 pounds of metal, as against the 13,620 pounds broadside of battleships of the Revenge class.

Decks Heavily Armored.

While recognizing that the Admiralty chiefs have decided to place all the big batteries forward to achieve a great concentration of fire ahead or on either broadside, some critics suggest that the risk is run of having all the guns put out of action by a well placed shell. Another naval writer suggests that in heavy weather, when much water will be shipped these battleships will be at a disadvantage in having all the big guns forward.

It is claimed that these two ships are as nearly bomb and torpedo proof as it is possible at this stage of naval development to make them. Besides thick deck armor, the necessity for which became evident when some of the battle cruisers were blown up in the battle of Jutland when shells penetrated their thin deck armor, the Nelson and the Rodney have belts of heavy armor on the sides near the magazines, which are understood to be situated forward.

Under the Washington treaty Great Britain cannot lay down another of these scarecrow battleships until 1931. But both France and Italy will be entitled to lay down one such ship in the coming year, another in 1929, and a third in 1931, in which year the United States will also be able to do so.

According to the Washington schedule the United States and Great Britain will each be able to lay down fifteen and Japan none capital ships during the lifetime of the treaty. The five Powers who are parties to the treaty are permitted during that time to turn out forty-nine battleships in order to preserve their ratio of strength as old vessels become obsolete. Without taking into consideration the cost of constructing cruisers, destroyers and submarines, this will mean that the taxpayers of those five countries will have to find the huge sum of \$1,500,000,000 during this treaty period unless there is some further agreement to limit naval armaments.

Freaks Among Submarines.

In the submarine category there are several freak ships now afloat. So far as Great Britain is concerned, the giant X-One holds the palm. Both Japan and the United States have submarines equipped to carry seaplanes. The X-One's most striking feature is her turreted heavy guns. She has a displacement of 3,500 tons, which is almost as great as that of a light cruiser. It is claimed that she can remain submerged for two and a half days. It took five years to place this understos cruiser in commission, for changes had to be effected after she underwent her first trials. The cost of this submarine was \$5,000,000, and when fully manned she carries a complement of 121 persons.

The latest Japanese aircraft carrier can, under certain circumstances, present a more grotesque appearance than even the German rotor ship. She has three hinged funnels on her starboard side, which will let down horizontally, pointing outward from the side of the ship. This will provide a lee landing "ground" on the upper deck for flying machines.

FAN SUGGESTS ELIMINATING BODY CHECK

The Toronto Globe has received a "fan" letter suggesting the elimination of body checking in hockey. The letter follows:

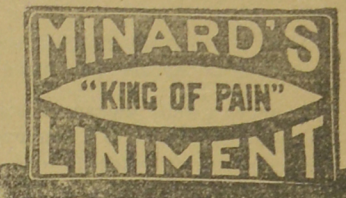
Sports Editor, The Globe—The reason defense men playing hockey have such an advantage over forwards is because they are allowed to body-check incoming players and if they connect just right they can jar their opponent from head to foot. If repeated about three times all the "tuck" and speed is taken out of a player and the game is slowed down. Why not eliminate body-checking and speed up the game by allowing the players to flash up and down the ice without being subjected to such unnecessary jarring? The spectators enjoy seeing more speed and less bumping in hockey games I firmly believe that the allowing of heavy body-checking in hockey spoils the game and slows it down. It is positively unnecessary where teams are fit. This is my opinion after 32 years playing the following game.—N. R.

Miss Helen Scott, B. A., of the Milltown School staff, is spending the holidays at her home here.



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