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Dr. Hickey's Speedy Cure for Coughs has proved in the last few days to be a satisfactory family doctor and has cured many coughs. Taken with HICKEY'S COLD PREVENTIVES, will break up and cure any cough or cold in a few hours.

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A Paradox? No!

We provide proper glasses through which you can see.

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Our Forethought and Plannings at Your Disposal.

Great preparations made for Xmas shoppers. Smoking Jackets, House Coats, Dressing Gowns and Bath Robes. Very early buying enables you to secure any of these lines at old prices.

They are made expressly for us in London, England.

They combine comfort and durability.

E. P. Jenkins Clothing Company.

AGREES TO ONE CHANGE

In the Campbell Proposition For Power.

UTILITIES COMMISSION

MAKE TERM THREE INSTEAD OF TWO YEARS.

Mr. Campbell Asked To Sign—University Avenue In Danger Of Being Disfigured If Poles Are Moved Inside Walks.

The Utilities Commission said its last word about the Campbell power proposition at its final meeting of the year on Monday afternoon. It agreed to make the agreement terminable in three instead of two years, but will not agree to five years as suggested by Mr. Campbell. The surplus power from Kingston Mills has been also rejected, the Commission holding to the original proposition that it take what it wanted.

Mr. Campbell came to us and made the proposition that we take what we wanted and pay for what we used," said Chairman Rigney. "I am in favor of sticking to that proposition."

The other members of the Commission present were of like opinion, and Mr. Campbell will be asked to sign the agreement with the one change—making the term three instead of two years.

General Manager brought before the Commission the request of the City Council to have the electric light poles on University Avenue moved inside the roadway to be a paved boulevard. Some years ago at the request of the City Engineer the poles had been moved outside the walk.

"It will mean a terrible slaughter of the trees to move the poles," said Mr. Folger. "The people will make a strong kick I am certain. The City engineer opposed the Board of Works' recommendation but he was overruled."

On motion of Mr. Chown, the General Manager was directed to draw to the attention of Council the seriousness of moving the University Avenue poles, and to suggest that a conference be arranged with next year's Board of Works to discuss the matter thoroughly.

"Let's pass no resolutions," said Mr. Chown when the time of adjournment came. "We've all tried to do the best we could."

Chairman Rigney was of like opinion and Commissioner Toye also acquiesced. So no bouquets were thrown as is the custom with civic committees. The Chairman tendered the thanks of the Commission to the press representatives for the fair treatment accorded the Commission in giving reports of the meetings during the year. The Commission, he said, appreciated what the press had done.

There were only three of the Commissioners present for this final meeting of the year—T. J. Rigney, G. V. Chown and R. H. Toye.

Wonderful Gifts. Notable among the many achievements that stand to the nation's credit in this great war is the wonderful generosity displayed by every class of the community, both at home and in the distant places of the Empire. It is estimated that in Great Britain alone some £25,000,000 have been contributed to the funds raised for various necessary purposes. The poor have vied with the rich in their anxiety to do good. Not fewer than 7,000,000 pennies have been collected for the Red Cross, and, on the other hand, a single donor has presented £25,000 to the Times Fund for that purpose.

Australia's gifts amount to £1 per head of her population. In Canada one province, Ontario, alone collected £200,000 for the British Red Cross in a single day. None of the other warring nations can equal our record in this respect.

Waterloo, N.Y. Times. The number of converts at Billy Sunday's meetings in Syracuse is given as 22,490 and the donations to Mr. Sunday aggregated \$23,155. So he received a little over a dollar a head for the converted ones. It is unfair, however, to charge that Mr. Sunday is capitalizing religion. He makes no charge and he simply takes what they give him. He is very hard in earnest and would work as hard, probably, if he didn't receive a cent and was dependent upon charity for his food and raiment as were the early apostles. What should be scanned is not the cash account, but what effect has been produced in Syracuse, and all agree that it has been a good and notable effect, changing many lives, filling the churches, decreasing the saloon trade and undoubtedly making a merrier Christmas in many homes. All of the converts will not stick. The tide will roll back again, but it will leave also a goodly number safe on the shore. Whatever his methods, however they

ENGINEER MAY SPEAK AT CAPE.

Major Frazier Expected to Give Address in Regard to Deep Water Harbor.

Cape Vincent, Dec. 28.—R. J. J. Newman, a member of the Cape Vincent Department Bureau and one of the most enthusiastic members in advocating this part as deep waterways terminal, has received a communication from Major Frazier, of the corps of engineers, in which he states that he would be very glad to accept Mr. Newman's invitation to be present at a dinner to be given in his honor, and at which he could meet the people of Cape Vincent and discuss with them the feasibility of Cape Vincent as a terminal port. The major states that he can probably arrange to be here some time in January. Should the meeting be arranged the citizens of Cape Vincent will be ready to set forth their claims in this matter.

Cape Vincent is the only port on the St. Lawrence River or Lake Ontario that can be made a terminal for the large boats that will come through the Welland canal when the same is completed, without the expenditure of a large amount of money. It has a fine harbor, protected by one of the best breakwaters ever constructed by the government with a depth of water along its long line of docks sufficient to accommodate the large craft. At the present time several parties from away are talking strongly of erecting large elevators here, with capacities capable of handling all the western grain that would be brought through the Canadian canal from the western states and with the admirable railroad facilities with which Cape Vincent is favored, there would be no trouble whatever in the shipment of the products to the markets of the East. The gentlemen who will build these elevators will have no trouble in securing ample power, as the Northern New York Utilities, Inc., will soon be ready to furnish its electricity for all purposes in this village. As Cape Vincent can be made a terminal port without any large outlay of money makes the people of the village feel that the federal authorities should take cognizance of this fact and the local development bureau will spare no pains to place all the islets in the matter before those having to do with the terminal business.

Thousands of men are engaged upon repair work to shoes and uniforms. There are five vast sheds where soldiers' boots are put into order. Every day some half-dozen wagons arrive, bringing thousands of pairs of damaged boots gathered up by other wagons at different places near the firing line and upon the lines of communication. The boots are tied together in pairs, and attached to each is a docket giving the name of the military unit of the soldier to whom it belongs—that is, as far as it is considered necessary to identify the boot; so when it goes forth from the repair shop it may be probably does, serve to shoe a different person from the man who originally possessed it.

A regiment at the base is notified that every man in it, or a certain number in it, on a certain date will receive a repaired pair of boots and on that date the distribution of boots is made from the repair shop. They are sorted out in sizes, and every Tommy, of course, knows his own size.

Repaired tunics and trousers are dealt with in the same way.

The Downs of South England. George Meredith was a true lover of nature, and his writings contain many a beautifully painted wayside scene such as his brief sketch of the downs:

"That pure opaque of the line of downs ran luminously edged against the peary morning sky, with its dark landward face crepuscular yet clear in every comb, every dotting copse and turf bush, every way fall, and the ripple, crease, and rill-like descent of the turf. Beauty of darkness and North-West sides of the rolling downs were stamped with such firmness of dusky feature as you see on the indentations of a shield of tarnished silver. The mounting of the sun behind them, an obscurer gloom, came then, until the rays shot among their folds and windings, and shadows rich as the black pansy, steady as on a dial plate rounded with the hour." Then he speaks of "the lengths of gigantic 'greyhound' backs coursing along the South" being a "vision of delight; no image of repose" but "of the life in swift-

ness."

Sir Herbert Beerbohm Tree, the acknowledged leader of the English theatre, is one of the few leading actors who does not use his own personality for the representation of every character he plays. To-day, it is true, he does not disguise himself in the same elaborate manner as when he was younger. Then, being gifted with regular features and an almost dead white face, as well as a slight physique, he used to be able to "make up" so as not to be recognized as himself. On the unsophisticated and those who did not know him personally, the effect was often quite extraordinary. When he played Macari in "Called Back," which was one of his earliest and greatest successes, he wore a wig of long, black hair, which rippled in waves all over his head. With black-painted eyelashes and black shadows around his lids, his own light blue eyes appeared from the front as black and lustrous as an Italian's.

A Gentle Joit. "Don't come of you," said Mr. Will Crooks at a recruiting meeting in the East-End, "want to join? What are you hanging back for? Are you waiting for a safe job till somebody doesn't come back for it? I can imagine what will happen. The employer will ask where you were in 1915-16, and if he finds that you belonged to the 'Stay-at-home Rangers,' he will say to you, 'Good morning; mind the step.'"

Obituary Notice. Jacob H. Wagar, one of the oldest and most respected residents of Camden, passed peacefully away at his own home on Dec. 6th, at the ripe old age of ninety years. The late Mr. Wagar was born in North Fredericksburgh, and there he spent his earlier days. On April 21st, 1847, he married Elizabeth Wagar, who predeceased him twenty years ago. Their home was blessed by a family of two girls, Mrs. Roland Peters, who died fourteen years ago, and Mrs. Henry Card, at home, who is left to mourn the loss of a loving father. There also remain to mourn his great loss seven grandchildren, and eight great-grandchildren. Deceased was a U. E. Loyalist descendant, and lived in this neighborhood a number of years. Early in life he was converted and united with the Methodist Church, to which he faithfully belonged until the end. The funeral took place on Thursday at Centerville, and was conducted by Rev. Mr. Kemp, who visited him many times. The remains were placed in the vault to await interment.

Every clear day English aeroplanes hover over Lille. The suburbs of the city are within reach of the English guns which bombard occasionally.

Russian troops in Persia have occupied the village of Amadabad and have defeated a force of Persian rebels southwest of Teheran.

may shock the sensibilities, results are what count. Syracuse acknowledged most excellent results. It was a fertile field to work in. No city in the country more needed a moral shaking up than did Syracuse.

BRITISH REPAIR SHOPS.

Huge Plants Are Maintained Near Headquarters in France.

One of the busiest and best organized industrial towns in the world has sprung up behind the British lines in France in the vicinity of the General Headquarters of the British expeditionary force. This town is composed of the buildings in which repairs are made to arms and equipment and the houses in which the thousands of workmen live.

There are now over 300 repair shops near the General Headquarters, employing more than 28,000 men—picked men from the best workers in various trades. These men and all repair departments are under control of the Army Service Corps, and thus each man is in khaki, whether he be mechanic, bootmaker, or tailor.

The shops are made of galvanized iron and timber, and contain the most modern and improved forms of machines. The motto is speed and efficiency.

One of the busiest sections is composed of the motor repair shops, of which there are a dozen. As many as sixty vehicles, ranging from a motor cycle to a huge transport automobile, have been repaired in twenty-four hours, including repairs to some vehicles badly smashed by shells. It is at the close of each day that the long lines of disabled motors begin arriving at the shops.

Two thousand men are engaged on repairs to aircraft. The aircraft come home to roost about 8 o'clock at night, after the day's work of reconnoitering the enemy's lines or fighting hostile aeroplanes or dirigibles has been done.

The aircraft repairing sheds cover two acres. Adjacent to them is an air-craft landing station or field some twenty acres in extent. This field is one of the chief landing stations for aircraft, whether damaged or not; but all damaged aircraft must come here for their repairs.

As they come home in the evening each is examined and overhauled by expert mechanics. The undamaged machines are got in order for the flight upon which they will start the next day—the pilot has nothing to say to this work; he always finds his machine ready for him—and the damaged machines are carried off to the sheds.

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Probs.: Fair and moderately cold on Wednesday

To Those Who Have Xmas Gifts in Money



We call attention that to buy here is to save—many know this—others have got to find it out! New York Afternoon and Evening Dresses GREATLY REDUCED!

67 only, beautiful Georgette Crepe, Crepe de Chene, Pussy Willow, Taffeta, Charmeuse, Paillette and Serge and Taffeta combination Afternoon Dresses—all the smartest late winter models—with just one of each, priced from \$15.95 to \$37.50.

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