

THE EVENING TIMES-STAR, SAINT JOHN, N. B. MONDAY, OCTOBER 26, 1925

## AGAIN DISCUSS REVISION OF PRAYER BOOK

Bishops Are to Take Up  
Matter in Old  
Country

MEMOIRS OF LORD  
GREY OUTSTANDING

It Costs a Lot of Money to  
be Lord Mayor of  
London

Correspondence of Times-Star.  
LONDON, Oct. 26.—Within a few weeks the Church of England may be involved in its biggest controversy since Tractarian days. The crisis is impending when the bishops assemble to decide upon prayer-book revision. Most of the proposed alterations are agreed, and are merely obvious changes to bring the three-century-old English up-to-date. But the suggestions for revising the communion service, and substituting a strong Catholic for a firm Protestant bias, are contested. As the bishops are divided on the subject, their deliberations will be private. The Bishops of Durham and Norwich, among others, are opposed to the change, but the Bishop of London supports it.

**LORD GREY'S MEMOIRS.**  
The memoirs of Lord Grey of Faldoen, written laboriously by one who can no longer distinguish friends' faces a few feet away, will rank not only as a crucial footnote to big history, but as a classic of autobiography. The Foreign Secretary of 1914 reveals his temperament as well as his character, and his intellectual timidity as well as his spiritual courage. He led a united Britain into Armageddon undimmed in heart, after his desperate peace efforts had utterly failed before what was obviously destiny aiming over open sights, but his mind even still is haunted by a gaunt problem. Could the war have been conceivably averted? Though Lord Grey's book

## MAIL PLANE'S WRECKAGE IN PENN. WOODS



Only a few yards from the Bellefonte, Pa., landing field and safety, the mail plane of Charles M. Ames, missing 10 days, was found on the side of Nittany Mountain, where it had crashed into the trees. The picture above shows the wrecked ship with the pilot's unused parachute across the fuselage. Ames' body was in the cockpit.

now answers deliberately "No," there is even yet just a faint falter of dubility in his voice.

**TRUE PROPHECY.**  
In August, 1914, Sir Edward Grey, as he then was, perhaps more nearly resembled Hamlet, poised amid tragic doubts to which his spirit felt unequal, than mortal statesman ever did before. But his outlook even so was truly prophetic. He predicted political upheaval, and Labor governments everywhere. How characteristic of Lord Grey's simple artistry is the comment made at dusk on August 8, 1914, as he and a friend, from the Foreign Office window, watched the lamps being lighted: "The lamps are going out all over Europe; we shall not see them lit again in our lifetime!" One puts down his book with admiration for and with understanding of its illustrious author. And yet, had Lord Grey been a little more of a Pitt—just a trifle more adventurous—the navy might have starved Germany into peace two years sooner.

**AN EXPENSIVE HONOR.**  
The retiring Lord Mayor, now in the last month of his year of office, will be busy with his accountants, working out just what being Lord Mayor has cost him. He will then give the benefit of his experience to the incoming Lord Mayor, with a few suggestions how expenses can be kept within reasonable limits. This is the etiquette of Lord Mayordom, because the honor is probably the most expensive that any man can accept. The city makes an allowance of £10,000 for entertaining, but practically the whole of this is signed away in the first week of office, when the catering contract for the year is arranged. The Lord Mayor is personally responsible for the upkeep of the Mansion House, and he has to make good everything, to the last kitchen saucer, when the inventory is taken at the end of his term. In practice no one can be Lord Mayor unless he is prepared to spend £20,000 out of his own pocket. Within the last ten years one Lord Mayor spent £28,000 and another £31,000.

**THE BYNG BOYS**  
Viscount Torrington, whose financial affairs are giving him some trouble, is personally a most attractive fellow, and well maintains the tradition of an adventurous line. He showed himself a lively youngster at Eton and Sandhurst, and, after figuring as a Page of Honor in two courts—Queen Victoria's and King Edward's—caused some society flutter by marrying an actress. He was 28 when the 1914 bugles sounded, and promptly joined the Hussars as a

that robbed us of decisive sea victory at Jutland, was most drastically executed, after a court-martial, "pour encourager les autres." Later on the present viscount observed with the R. A. F., and his machine being strafed by "archies" became a Bulgarian captive of war.

**AIR FORCE CASUALTIES.**  
Today I met an old friend who holds high rank in the Royal Air Force, and asked him whether he could throw any expert light on recent regrettable flying casualties. His prompt answer was that, though he had noted an attempt by certain sensational journals to boom these mishaps, the facts are not at all disturbing. In the present stage of flight, wonderful though its scientific perfection already is, some accidents are inevitable where intricate air manoeuvres are attempted. But the R. A. F. is now doing much more actual flying than formerly, or even a year ago, and, taking this into account, the casualties have not been excessive. They may be largely explained by the development of intensive tactics of aerial attack.

**A FAST FLAPPER.**  
One of the swiftest things afloat, seaplanes and aeroplanes apart, must be the Hon. A. E. Guinness' new motor yacht, *Oma II*, built to his order within nine weeks by a well-known East Cowes firm. Though this boat is a comfortable pleasure vessel, and can accommodate eight passengers, she has enormous speed. On her trial runs in the Solent, over anything but smooth water, she attained 50 knots, which is slightly over 90 miles an hour. A mile a minute over "the long savannas of the blue" is a terrible performance,

and stamps *Oma II* as the ideal flagship for an adventurous "jackbooter." She could defy all the U. S. "dirty" navy as well as the still more formidable "wet" pirates. I have not seen her "go," but from all accounts, at top speed, the *Oma* stands on her tail.

**WOMEN WHO HUNT.**  
One of the best-known makers of hunting saddles in the world—he has made saddles for every royal family in Europe—tells me that more women than ever are meaning to hunt this year. Indeed, the master of one pack of foxhounds in the Shires declares he could not carry on, were it not for the subscriptions paid by women members of the hunt. And they understand hounds now, and no longer cause anxiety to the hunt. Indeed, the number of woman masters grows every season. There is Miss Eileen Berry, who hunts her own pack in South Wales, Miss Kathleen Styles, who is master of the West Kent, a pack very popular with Stock Exchange sportsmen, and Mrs. T. H. R. Hughes of the Neudaffur pack, who is the senior lady master. A newcomer this season is Miss Lloyd Thomas, who carries the horn as joint master of the Meonmouthshire foxhounds.

**SERVICE HELD UP.**  
A broken axle caused a West Saint John street car to leave the rails near the C. P. R. tracks in Douglas avenue last evening and the street car service on that route was held up for about 20 minutes while the car was being put back on the tracks. It was able to get to the car barns under its own power.

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## SUPPLY IS NORMAL

Loch Lomond Water Service is Resumed After Work on Sunday.

The employees of the Water and Sewerage Department spent most of yesterday replacing screens in the gatehouse at Loch Lomond that had been damaged in the recent storm. Owing to the high wind of yesterday they were unable to send a diver down to the intake to clear away the debris collected there following the same storm and this work will have to be

done later. The water supply is at full strength today and will not be shut off again until next Sunday or perhaps the Sunday after, whenever it is decided best to complete the job. Three new screens were put in to replace those temporarily repaired following the storm about two weeks ago, that damaged them. The intake is about 300 feet further out in the lake and it was impossible to reach it in the storm. While the water from Loch Lomond was turned off yesterday the city was supplied from Little River.

**PUT OVER A WEEK.**  
Because of the stormy weather the Centenary church congregational meeting called for last night was postponed until next Sunday night.

WINNIPEG, October 16, 1925

## TO THE RAILWAY WORKERS OF CANADA.

Dear Sirs:

I am credibly informed that a whispering campaign is being carried on in the endeavor to misrepresent my views, and the attitude of the Conservative Party, towards the Canadian National Railway System and the Canadian Pacific Railway Company.

In order that there may be no doubt in your mind as to where I stand on railway amalgamation, I give you my personal assurance that I have never given the slightest support to it, and I will oppose, either in office or in opposition, Parliament dealing with the question of amalgamation, unless as an issue to be placed squarely before the people at a future election for their decision.

Increased population and traffic, and not amalgamation, are needed to solve Canada's Railway problem. My railway policy is bound up with a reasonable and stable protective tariff, bringing with it prosperity and increased railway earnings, thus assuring regular full time employment for Canadian railroad workers, as against short time now prevailing in many branches of the railway service.

With my best wishes for a prosperous future,

I am,

Yours very truly,

Arthur Meighen

(ARTHUR MEIGHEN)

## WHAT makes a cough?

A cough is usually Nature's effort to clear the air passages of germ-laden mucus that obstructs breathing.

**PERTUSSIN** not only helps Nature to free you of excessive phlegm but soothes the inflammation and relieves the cough spasms.

**PERTUSSIN** is freely given, for all types of coughs, with excellent results, and has been favorably known to practicing physicians and pharmacists for more than 20 years.

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