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Classes Open April 26th, 1919
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GEO. Y. CHOWN.

THE POLICE COURT.

Two drunks appeared in the police court yesterday and were each fined eight dollars. Four or five bottles of lemon extract were found in their possession. An interesting liquor case will be tried at the opening of the court this morning, when two women and three men will face the charges of being drunk and with having liquor in their possession. The woman who resides in the house on Sheffield street where the drunks were arrested was also gathered in by inspectors McAlinh and Mann. Two bottles partly filled with whisky were found on the premises.

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W. Matthew Williams, in "Chemistry of Cooking," says: "Phosphates are the bone-making material of food and have something to do with building up of brain and nervous matter."

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WAS NO HOUSING PROBLEM LONG AGO

Canadian Officer of the British Navy Writes of Visit to Ancient Haunts of Men and Rhinoceroses—Tombs and Temples Explored.

The following extract is from a Canadian in the British Navy who writes from the Mediterranean to a friend in St. John:

"I don't get demoralized about I expect to sail for Egypt in about three weeks. That ought to be a rather good trip. Of course it isn't cold here, and the winter with no snow about didn't seem right at all. Yesterday another chap and myself went on a lengthy excursion and nearly melted away. We went to a place called Bingsim where, cut into the rocky cliffs, a little over a dozen of small square holes opening into little low rooms, supposed to have been made by the Phoenicians and used as tombs about 1500 B. C. but that is quite modern compared to some of the things around these islands. In the lowest tier were several quite large rooms, evidently the graves of the mighty, but now occupied by a few donkeys and hens who greeted us with undue enthusiasm and made enough row to wake the former tenants. Expected the old farmer who owned them to arrive and place me for trying to steal his chickens."

"Last week I visited Birzebbigia and explored the Ghar Dalam cavern (I like the names, don't you?). I found some rhinoceros teeth and fossil bones. These chaps were extinct before men arrived in Malta, which was at least six thousand years ago, perhaps thirty thousand. The place must be rather ancient. The first couple of hundreds years ago and presented to the Grand Master, who sent it to the Pope. They believed it to be a giant's tooth. As these teeth are almost two inches square the giant of their imagination must have been a lucky beggar."

"After the rhino became so disgusted with things that he decided to become extinct, some cave men rent the cavern and cut holes at the entrance to shove poles into to shut the front door when the income tax man came around."

"Near by was a Megalithic temple called Melkarta, and also Bongen Nadur. Many years ago a bronze knife was discovered here and given to the melted down for the bells of the Church of St. Lorenzo. I wonder what it will be at the end of the next three thousand years."

"The other day I saw a collection of earthenware lamps found on the island. They began with the early Phoenician and came right down to the present day. For the country people still use a floating wick in a dish of oil. The design and workmanship of the lamps improved down to the Roman times, and then went back so that the most modern specimens are much cruder than the most ancient. Evolution I suppose like the knife, but sometimes evolution goes backwards."

LACK OF A QUORUM.

As only three members of the City Council, Commissioners Thornton, Fisher and Bullock, were on hand at the hour for the committee meeting yesterday morning, it had to be postponed for lack of a quorum.

GRADUATE NURSES.

The following graduate nurses have passed successfully the provincial registration examinations held at the General Hospital, March 26-28, by the Board of Examiners of the N. B. Association of Graduate Nurses, Dr. W. W. White, chairman, and Miss Maude B. Reticlick, secretary: Madeleine K. Dolan, Rosa B. Kierstead, Evelyn Bedford, Mary K. Harrington, A. Blis Lewis, Mary E. Weimora, Agnes L. Estabrook, Mary H. Buckley, Florence I. Goodspeed, Mary Doherty, May Butler.

WILD BEAST SHALL NOT ATTACK FRANCE A THIRD TIME, SAYS LLOYD GEORGE

Paris, April 10.—Premier Lloyd George, of Great Britain, in a statement to the Petit Parliament today denies the report generally prevalent that he is an obstinate opponent of the guarantee asked by France against a renewed attack by Germany. "Disensions?" the Premier asked. "Do you seriously think they can ever exist between our two countries?"

"There has been some discussion, but it is not from sincere discussion that a final agreement must emerge between France and England? Our understanding has remained complete and absolute. Englishmen did not come to fight by the side of the French to give up their country merely relative security during a limited period. No, they mean France to have absolute security in the future."

FLIERS OF FIVE NATIONS RIVALS IN OCEAN TRIP

Fastest and Greatest Aircraft in the World Being Prepared for Trans-Atlantic Test in Short Time.

SIX BRITISH ENTRIES

Three Americans, Two French One Italian, One Australian One Swedish.

The aeronautical genius of five countries has been enlisted in the race to win the honors of the first transatlantic flight.

Up to yesterday fourteen entries had been announced for the greatest flight ever planned. These include airplanes ranging from the fastest to the heaviest yet built, and the largest rigid dirigible in the world. Of the entries three are American, six British, two French, one Italian, one Australian and one Swedish.

So far the most ambitious is the flight planned by the United States Navy, in which four great flying boats of the N. C. type will make the attempt. They are to be carried on ships, each carrying a crew of five, probably will start on the first leg of their flight from Rockaway to Newfoundland the first week in May.

Fuel for 1,800-Mile Flight.

They will be under command of Lieutenant Commander P. N. L. Bellinger, one of the navy's veteran air-men. From Newfoundland the fleet will carry sufficient fuel to make the 1,800 mile flight without a stop. One is equipped with three Liberty motors, the other three have four Liberty engines giving them a total horsepower of 1,600.

The navy boats will be equipped with every known apparatus that will aid in making the flight a success. Wireless telephone communication will be maintained. They will be navigated by experienced navigators, who will have the assistance of wireless direction finders to help in working out their positions.

The navy will also string out across the ocean a line of "mother" ships to carry supplies or aid to any of the four ships in case they are compelled to alight upon the water. The navy will not share in any of the prizes awarded.

The other American entries are at present unidentified and as far as can be learned the machines have not yet been completed.

Army Plan Unsettled.

The United States Army plan for transatlantic flight using a great H. Curtis bomber type, to be undertaken by Captain Roy N. Francis, is included. No details of the preparations have been made. Captain Francis, Captain B. B. Lipsner, former chief of the aerial mail service, announced his intention of attempting the flight in a special machine built by Captain James V. Martin. Captain Lipsner will make the attempt over the Azores route, along practically the same course as the transport George Washington took to France.

Two of the British entries probably will start the transatlantic flight within the next two weeks. They are the British Air Ministry's two naval airships R 33 and R 34, each of which carries a crew of thirty men and the Sopwith biplane of Captain Harry G. Hawker, which is already at St. John's, N. F.

Captain Hawker's attempt is the most thrilling of all. He is basing everything upon a specially designed Rolls-Royce Eagle engine of 370 horsepower, and is relying upon the tremendous speed of his machine to carry him across in a non-stop flight of nineteen hours to Ireland. He expects to make the attempt next week. His machine will be navigated by Commander Mackenzie Grieve of the British navy.

Some British entries. The British naval airships R 33 and R 34 are the largest and most powerful in the world. According to aeronautical experts each is capable of making the transatlantic trip and return without stop, even for fuel. Each is equipped with five Rolls-Royce Eagle engines, giving an aggregate of approximately 2,000 horsepower.

Another British entry is a huge triplane flying boat designed by Lieutenant Colonel John C. Porte for the British Air Ministry. No details regarding it are available. A supertri-

plane built for Captain Dunne at the Whitehead factory in England is another British entry. It is stated that this machine will have a capacity for fifty passengers.

The fifth British entry has been made by Major J. C. Wylie, pilot, and Captain G. C. Wylie, navigator. Major Wood proposes to use a special plane equipped with a 375 horsepower motor, capable of a speed of ninety-five miles an hour when carrying a weight of 2,632 pounds.

F. P. Rayburn, a veteran aviator, is the sixth British entry. He will fly a machine designed for the transatlantic flight by the Martinsyde Airplane Company of England.

Sydney Pickles, an Australian aviator, also entered, stating he has a machine faster than any of the others.

Captain Hugo Stunsel, who came here and had a specially designed airplane built by the Wittman Lewis Company, is the Swedish entry. His plans received a setback Saturday when his machine crashed into Newar Bay, damaging the pontoons and one of its wings. It will take several weeks to make necessary repairs.

Beaumont's entries complete the flying from Cape Dakar, Senegambia, Africa, to Pernambuco, Brazil, the shortest distance across the Atlantic. It is to be made in a triplane, flying from Cape Dakar to Cape Verde Islands, 400 miles; from Cape Verde Islands to St. Paul Rocks, 900 miles; and from there to Pernambuco, 450 miles.

Lieutenant Fontan actually started on the flight March 18, but had to postpone it on account of a cracked cylinder. The other French entry is Captain Coll, who recently crossed the Mediterranean and made the return trip within 24 hours.

The Caproni Airplane Company, of Italy, is building a huge biplane for the transatlantic flight, but no details have been made public, nor has it been stated who is to be the pilot.

CAPT. HARRY JENKINS HERE YESTERDAY

Well Known Athlete Arrived on the Saturnia from Overseas—Leaves for Charlotte-town Today.

Captain Harry Jenkins, 3rd Engineer Corps, was one of the Maritime Province men to arrive here on the S. S. Saturnia yesterday morning. Going over as a lieutenant with the 10th Island Highlanders' Battalion in May, 1916, he proceeded to France as a subaltern in the 1st Pioneer Battalion, and from that unit was transferred to the Imperial Engineering Corps, and recently promoted to the rank of captain.

Always a keen follower of sport and a football player and runner of no mean ability, he took an active part in army athletics and was athletic director for the Engineering Brigade which furnished many of the winners at the great army field sports held in France behind the firing line.

He discovered Joe Keeper, an Ontario Indian, who after a short period of training turned out to be one of the best runners in the Canadian corps. Keeper, in his race at the army sports, lapped the runner up seven times in a five-mile race. Nor long boat was also a member of the engineer's track team, but is reported to have such a string of Finnish admirers that he also took much great interest in the game.

As a football player, Captain Jenkins played with the All-Canada team in several matches of the Rugby World Series, and such great players as the South Africans, the Australian all-black team, the New Zealanders and other representatives of the British Empire.

Captain Jenkins was with the Engineers when they entered Mons on the morning of November 11th, but shortly afterwards was stricken with the "flu" and has only recently recovered.

He leaves this morning for his home in Charlottetown, in charge of the island troops who returned on the Saturnia.

SOLD BY AUCTION.

Seven horses which have been used in connection with the military transport and supply work in this city were sold by public auction on Market Square yesterday. I. Webber was the auctioneer and the prices ranged from \$80 to \$215.

SATURNIA DOCKED HERE YESTERDAY

Brought 1,788 Returning Fighting Men and 88 Civilians—All Given Warm Welcome and Received Quick Dispatch.

Making her first trip to this port with troops, the S. S. Saturnia docked at Berth 6 yesterday morning and without delay her passenger list of 1,788 returning fighting men, and 88 civilians were speedily landed and started on the last lap of their homeward journey.

The first men off the boat were the soldiers for the Maritime Province districts, and headed by the Garrison Band these stalwarts paraded to the ferry and marched from the east side dock to the barracks. Then followed the 288 men for Montreal, Quebec, Ottawa and Kingston, who left on a special troop train at 9:25, just fifty minutes after the gangplank went up. At 9:45 the special Toronto train, with 350 men, pulled away from the shed, followed half an hour later by another Toronto train, with troops for Hamilton and London as well, in all 231, all ranks. The last train, for Port Arthur and Vancouver, got away at 10:45 (standard time) with 263 men—the entire body of men being received, paid, welcomed, given comforts and supplies, and sent on the last stage of their journey inside of two hours and fifteen minutes.

As the boys proceeded from the gangplank to the waiting troop trains, they were showered with comforts by the waiting welcoming committees. Each man got an apple, cigarettes, chocolate and other comforts and a cheery welcome and farewell to show him he was home again.

The following men for this district arrived on the Saturnia:

Lieut.-Col. John H. Parks, D.S.O., 62 Parks street, St. John.

Major Malcolm Mackay, St. John.

Major C. M. Riddout, Four Falls.

Capt. Irvine G. Price, Moncton.

N. S. Alice A. Thompson, Chance Harbor.

M. A. McLeod, 20 DeMonts street, St. John.

L. C. F. J. Nause, 25 Simonds street, St. John.

Spr. J. A. O'Neill, Meaford, N. B.

Spr. F. B. Peppers, R. R. No. 2, Fredericton.

Spr. F. E. Pickup, Hilldale, Kings Co.

Spr. R. B. Pincombe, Marysville.

Spr. W. Moore, Oromocto.

Spr. J. E. Prowse, Calgary.

Spr. R. P. Reid, Fredericton.

Spr. J. L. Ross, for St. John.

Pte. F. A. Saunders, Marysville.

Pte. V. L. Skidmore.

Pte. T. R. Shaw, Harland.

Pte. A. B. Levesque, Fredericton.

Corp. V. Sturrah, Base River.

Pte. O. C. Steeves, 290 King street, St. John West.

Pte. F. Stone, 208 Germain street, St. John.

Pte. H. P. Strong, Summerside.

Pte. D. Theriault, Carleton Place.

Pte. M. M. Kinch, St. John.

Pte. E. J. King.

Spr. L. C. King, Collins, Kings Co.

Pte. J. Leslie, Smithtown.

Pte. J. B. Levesque, Grand Falls.

Spr. F. L. Lincoln, 544 King street East, St. John.

Pte. A. Lindsay, South Bathurst.

Pte. A. Smith, Fredericton.

Pte. F. MacKeepe, Hamilton Mountains.

Spr. A. B. Martin, 104 St. George street, Charlottetown.

Pte. F. Merrick, Boston.

Pte. V. J. Merryweather, Fredericton.

Pte. C. A. Mills, Sussex.

Pte. H. M. Monahan, Milton.

Pte. S. Monahan, St. John.

Pte. E. H. Morrell, 35 Belle new Ave., St. John.

Spr. M. A. Moron, Manguerville.

Corp. J. M. McFarlane, Meaford, Mass.

Pte. R. C. McAddie, Missouai, U. S. A.

L. C. J. McCann, 82 St. Patrick street, St. John.

Pte. C. McCarthy, 54 Millside Ave., St. John.

Pte. D. R. McClair, Boston.

Gr. W. W. McCormack, 712 Union street, Fredericton.

Pte. J. McGarrigle, St. George.

Pte. R. O. MacKay, 4 Albion street, St. John.

Pte. D. S. McKellar, Cupid P.O., Victoria Co.

Spr. V. McKenna, Tracadie Criss, H. S. V. V. Beers, Charlottetown.

Spr. E. T. Doucette, Upper Carleton.

Spr. S. C. Archie, Logville.

Gr. A. Ashworth, Newcastl.

Pte. L. B. Aubrey, Beresford.

Pte. F. Barricau, Adamsville Kent Co.

Pte. J. C. Bennet, Moncton.

Pte. J. J. Boudreau, Pokmonche.

Pte. M. Carier, Dalhousie.

Corp. R. S. Colpitts, Moncton.

Pte. E. L. Cormier, Moncton.

Dvr. G. O. Crossman, Moncton.

Cpl. D. B. Delaney, Dalhousie.

Pte. C. Duke, Logville.

Spr. A. M. Eason, Millerton.

Spr. R. L. Gaudet, St. Joseph.

Spr. A. Gibson, Upper Charlo.

Pte. J. E. H. Gagnon, Moncton.

Spr. M. Johnston, Tabusiac.

Pte. W. Kavincher, Millbrook.

Dvr. F. A. Lorette, Middle Sackville.

Pte. A. Maillet, Cape Lomier, K. Co.

Pte. G. A. Mann, Campbellton.

Pte. R. McDonald, Ashburnville, N. C.

Pte. R. H. G. McLean, Nash Creek.

Pte. C. Nadeau, Coron Brook, Madawaska Co.

Pte. M. R. Newcombe, Hopewell Hill.

Pte. A. M. Price, Gallagher Ridge.

Pte. E. J. Richards, 23 St. James street, St. John.

Pte. T. Richards, Seodone.

Pte. W. Savage, 127 Guilford street, St. John West.

Spr. E. P. Steeves, Moncton.

Pte. L. W. Trites, Moncton.

Pte. E. D. Weaver, Blissfield.

Pte. A. H. West, Summerside.

Pte. J. Young, Jacquet River.

Sgt. C. E. Fleck, Grand Mannan.

Spr. F. Adolphson, St. John.

Barrie Woodstock.

Pte. A. Blair, Fredericton Junction.

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Cpl. T. Andrews.
Pte. P. L. Crosby, Summerside.
Cpl. C. Dixon, St. John.
Spr. H. S. Harrington, 87 Lennox Heights.
Spr. R. J. Hitchcock, Lindsay, Carleton Place.

Pte. R. E. Jarvis, St. John.
Pte. E. C. Jones, St. John.
Pte. T. Keleher, North St. Fairville.

LICQUOR EXPENDITURE.

Wide latitude given liquor inspectors in selection of prosecuting counsel. Here are the favored ones:

Notice of Enquiry No. 74, For Tuesday, April 23, 1919, By Mr. Dickson.

Q. 1. What are the names of the attorneys employed by the Chief Inspector under the Intoxicating Liquor Act, 1916, in prosecutions for violation thereof?

Ans. M. A. Kelly, Campbellton. George Gilbert, Bathurst. N. A. Landry, Bathurst. A. A. Davidson, Chatham. T. T. Goodwin, Moncton. John A. Sinclair, St. John. Kenneth A. Wilson, St. John. Marks Mills, St. Stephen. C. H. Elliott, St. Stephen. P. J. Hughes, Fredericton. J. B. Dickson, Fredericton. James Simms, Bath. Thane M. Jones, Woodstock. W. P. Jones, Woodstock. Fred Squires, Woodstock. Alexander Stratton, Perth. W. E. McMonagle, Grand Falls. John M. Keefe, Grand Falls. A. A. Lawson, Edmundston.

Q. 2. What are the names of the attorneys employed by the Chief Inspector as Counsel before the Appeal Court or any Supreme Court Judge in matters arising under the said Act?

Ans. P. J. Hughes, Fredericton. J. Pollard Lewis, St. John. W. B. Wallace, St. John. Priel & Clark, Moncton.

Q. 3. On whose recommendation were each of the attorneys so engaged employed since the coming into force of the said Act?

Ans. The Local Inspector usually chooses his counsel.

Q. 4. What amount has been paid to each of such attorneys since May 1st, A. D., 1918 (a) for services in prosecuting in the first instance? Ans. Total amount received from Provincial Treasurer to end of Fiscal Year set forth in Public Accounts, page 95.

(b) For services before the Appeal Court in such cases?

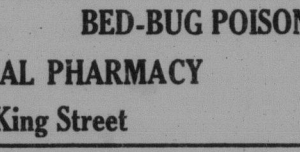
Ans. P. J. Hughes, \$24.00. Priel & Clark, \$40.00. W. B. Wallace, \$35.00. J. Pollard Lewis, bills rendered.

Q. 5. Is the Chief Inspector aware that in the majority of cases attorneys who prior to the coming into force of the said Act represented the "Liquor" interests and appeared to oppose and contest convictions for the violation of Prohibitory Laws have been employed?

Ans. No.

Q. 6. Did the Chief Inspector in the case of the district comprising the City of Fredericton act on his own initiative in the selection of such attorneys and counsel?

Ans. Yes.



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