

# POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, JUNE 24, 1922

### The Evening Times and Star

ST. JOHN, N. B., JUNE 24, 1922.

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#### A STRIKING DELIVERANCE.

No man is better fitted than Lieut. Gov. Pugsley to present, as he presented yesterday to the Canadian Manufacturers' Association, the case of the maritime provinces for the square deal that has been denied them by the rest of Canada. He reminded his hearers at the outset that at the time of confederation there was no direct railway connection between the maritime provinces and Upper Canada, whose winter port was Portland, Maine, where the prairie region and British Columbia were also cut off from Upper Canada and these eastern provinces. Naturally trade was north and south, and the fathers of confederation saw that the only hope of union and progress lay in linking up the country from coast to coast by a railway running east and west. The intercolonial was not built as a commercial proposition, but as a railway to link up these provinces with Upper Canada, so that the traffic which went through Montreal and Quebec in summer might come here in winter; and so that the markets of Upper Canada might in some measure compensate the maritime provinces for the loss of the United States market. Arbitrary rates were fixed "to overcome the handicap of greater mileage from the maritime province ports to Quebec and Montreal than from United States ports to these cities," and to enable the manufacturers here to get into the upper province markets on fair competitive terms. The lieutenant governor truly says:

"The doing away with these rates and the fixing of new and in many cases prohibitive rates, is, our people think, unfair, and a violation of the implied understanding upon which the maritime provinces entered the union."

But there is another grievance, and his honor states it with great clearness and force. Not until 1896 was it possible to prevail on the federal government to grant to steamers visiting St. John a portion of the subsidy long given to those using Portland, Maine, as their winter terminus. Thereafter for a time the people hoped that the policy of carrying Canadian trade through Canadian channels would be adopted. Sir Wilfrid Laurier declared he would never rest content until every ton of Canadian products was carried through Canadian channels and Canadian seaports. It was stipulated in the agreement for the construction of the Transcontinental Railway that all freight originating on the line of the railway and not otherwise routed by the shipper must go through Canadian ports, and the company was pledged to stand by the policy of developing trade through Canadian channels and Canadian ocean ports. Sir Robert Borden, when an agreement relative to the Canadian Northern Railway was made, went even further, and gave the shipper of goods for export no option but to send them by way of Canadian ports. The government of Canada now controls these lines, but is not carrying out the law. Lieut. Gov. Pugsley says:

"The small amount of traffic now carried through the maritime province ports in the winter season as compared to the enormous amount of Canadian traffic passing through the United States ports shows that the board of management of the Canadian National Railways are ignoring the provisions of the two agreements which I have quoted, and so are violating the statutes which are both in law and justice as binding upon them as it would have been upon the Canadian Northern and Grand Trunk Pacific Railway Companies whose successors they are."

Again his honor says:

"I hold that it is the duty of our public men generally to see that the operation of these railways is carried on according to law, and that the fundamental law consisting of the parliamentary compact to which I have referred, shall be carried out in good faith and in the interests of the whole country, and that no board of directors shall be allowed to depart from the policy which has been laid down by parliament in the interests of the whole Dominion, and which forms a parliamentary compact between all sections of the country. Those who claim that the board of directors of the Canadian National Railways should be permitted to direct Canadian trade according to their own judgment and utterly regardless of the provisions of the statutes to which I have referred are

directly encouraging the violation of the law, and should in my opinion be restrained from so doing."

But Lieut. Gov. Pugsley finds another very disturbing factor in the situation, and it is that the Canadian government owns and operates sixteen hundred miles of the Grand Trunk in the United States, having Chicago as its western terminus, and he says: "It will, I think, be greatly to the disadvantage of Canada, and will tend to arouse the deepest unrest and dissatisfaction if in the future the money of the Canadian people shall be used towards developing terminal facilities at Portland, and so help to divert from Canadian ports that traffic which properly belongs to the maritime provinces."

His honor holds that this would be a greater national wrong than the former subsidizing of steamship lines to carry through Portland traffic which ought to have come to St. John and Halifax. The people of these provinces would have to contribute toward the efficient operation of the Grand Trunk system, but Portland would get the benefit. The lieutenant governor insists that the hopes and aspirations, the people here were led by the fathers of confederation to cherish should not now be ignored. Seldom is a case more convincingly presented. The words addressed to the Canadian Manufacturers' Association are weighty words, delivered in soberness by a man who is not in active politics, and than whom there is none more familiar with the facts or with the sentiment regarding them that prevails in these provinces. The charge he makes—for it is a charge—against the management of the Canadian National Railways will also stand as an arraignment of the government if justice is not meted out to the maritime provinces. The members of the Canadian Manufacturers' Association, having regard to the distinguished public career of the speaker, cannot but be impressed by his words.

#### FACING GRAVE PROBLEMS.

At the recent session of the Anglican Synod of Nova Scotia the report of the Council for Social Service dealt with several matters of grave importance. One of these was Mothers' Pensions. It was pointed out that the provincial government in 1919 appointed a commission of five men who made an exhaustive survey of the scheme in Canada, where five provinces have adopted it; and in the United States where 30 states have it, while five of the remaining nine have a bill to that effect under consideration; and in Denmark and New Zealand. It was strongly urged upon the Synod that action be taken to induce the Nova Scotia government to introduce a scheme of Mothers' Pensions. The report dealt also with the need of a home for the feeble-minded, and said: "No greater need presents itself at this time than of an institution for the feeble-minded persons of this province. Every social service worker knows that these unfortunate are multiplying their kind at an alarming rate, and are becoming a menace to our social system."

In giving serious consideration to these and other social questions religious organizations do much to create and crystallize public sentiment in favor of needed reforms.

Murder ran riot yesterday in an Illinois mining town. We are told that five thousand miners, influenced by moonshine whiskey attacked about fifty imported workers and killed most of them. The manner of their death was horrible. The outbreak will arouse such a feeling of indignation throughout the country as will do great injury to the cause of the men who are out on strike. They will be taught that the way to get better conditions is not over the graves of other men who have a right to earn a living. It is a safe assumption that the rioters are largely foreigners who show their appreciation of a free country by violating its laws.

The assassination of Field Marshal Wilson is said to have been the result of a plot to "get" a number of prominent persons and resort to outrages on a large scale.

Wu Ting Fang, whose death is announced, was a Chinese statesman of great ability, and a number of years ago was a striking figure in diplomatic circles in Washington, as China's representative.

#### CANADA AND BRITAIN.

Ottawa, June 24.—(Canadian Press).—Canada's advances to the imperial government from August 1914 to April 1922 totalled \$1,041,721,877, according to information supplied in the House yesterday. This figure did not include monies supplied by the imperial government and disbursed under the supervision of Canadian officials.

#### ENGLAND.

O England! When your lanes are fringed with green; When the faint grey of dusk has settled down Softly upon a countryside serene, The far-off bells of some cathedral town Float on the scented twilight's lazy wind Into the shadowy shadows, and their tones, Borne on the night, swell over seas to find Somewhere beyond, a heart that England owns.

In the sweet silence of the fading day, When the first flush of evening shrouds the land, Children turn back from noisy, troubled play To clutch their mother's reassuring hand; And hearts attuned to peaceful chimes The call of what was homeland long ago. —J. K. M., in Life.

#### PIANO RECITAL WAS ENJOYED

Junior Pupils of Miss Muriel McIntyre Delighted Relatives and Friends.

Nearly a hundred parents, relatives and friends enjoyed a piano recital given by the junior pupils of Miss Muriel McIntyre, in Orange Hall, Gormley street, last evening. The class was composed of boys and girls ranging in age from seven to twelve, and the faultless manner in which they carried out the difficult movements, and the expression they gave to the selections, was the source of much admiration.

In addition to the piano solos, there was a vocal duet, and a chorus by the class, members of which acted as accompanists for the singers. Miss McIntyre is to be congratulated on the success that she has attained with her junior class. The programme rendered was as follows:—Song—Cherry Time..... Spaulding; Piano, Sweet Melody..... Zucca; Golden Rod..... Zucca; Apple Blossoms..... Zucca; Laughing Waters..... Barth; Merry Lark..... Eckhardt; Reading, A Baby Brother..... Ram-son; Piano, Rung Leaves..... Gelbel; Grandfather's Clock..... Maxim; Peasant Dance..... Schmitt; Wood's Bird Song..... Barth; Song, Pretty Pussy Willow..... Ram-son; Sylvan Dance..... Hartmann; In the Sunshine..... Peake; The Fountain..... Bohm; Accompanist—Jean Stanton, Phyllis Olmstead, Marjorie Simms. God Save the King.

#### C. N. R. TIME CHANGES

EFFECTIVE JUNE 25

Sunday Trains Between St. John and Moncton, and Additional Suburban Change in Departure No. 10 Train.

C. N. R. times change effective June 25, affect the departing time of No. 10 train for Halifax, which will leave at 11:05 p. m. (Atlantic Time). No. 9 train from Halifax will arrive at 6:06 a. m. instead of 6:45 a. m., allowing passengers to connect with the day train for Boston.

Additional suburban service will go into effect on Monday, June 26. No. 388 will leave at 8:00 a. m. arriving in Hampton at 9:00 a. m. No. 387 will leave Hampton at 9:15 a. m. and arrive at St. John at 10:15 a. m. (Atlantic time). No. 386 will leave St. John at 9:30 p. m. and arrive at Hampton at 10:30 p. m. No. 381 will leave Hampton at 5:45 a. m. arriving in St. John at 6:45 a. m.

Sunday trains 40 and 50, will run between St. John and Moncton. No. 50 will depart (Sunday only) at 9:30 a. m. arriving in Moncton at 1:00 p. m. No. 40 will leave Moncton at 4:45 p. m. (Sunday only) and arrive in St. John at 8:00 p. m.

P. E. connections will be made by No. 18 and No. 14 as usual. Passengers on No. 14 will change at Moncton to train No. 40 leaving at 4:45 p. m. for Tormentine. The Cafe Parlor Car on No. 14 will run through to Tormentine, returning on No. 242 train. A day and reaching St. John on No. 18.

Cafe-parlor car will be discontinued on No. 17 train between Moncton and St. John.

Commencing Saturday, June 24, extra first class coach will be run on No. 51 train as far as Evandale for the accommodation of week-end passengers. This car will return on No. 242 train Monday mornings. No. 242 will run on Mondays on an earlier schedule, leaving Fredericton at 3:30 a. m. (Atlantic time) leaving Evandale at 5:35 (Atlantic time) which is 6:35 a. m. daylight time, Woodmen Point 7:31 a. m. (daylight time), and St. John at 8:30 a. m. (daylight time).

#### TRADES AND LABOR COUNCIL.

A postponed regular meeting of the Trades and Labor Council was held last evening in its hall in Prince William street with F. S. A. McMullin in the chair. The meeting was well attended. A communication was read from the International Association of Fire Fighters enclosing a poster urging workmen to be more careful in regard to fires and by doing so help to materially reduce the fire hazard. The council decided to secure a supply of the posters for distribution around the city. The report of the fair committee was received. Although no figures were announced as all accounts had not yet been settled. It was announced, however, that the fair this year had not been so successful as previous fairs. The president of the council and William Ely were selected to represent the council on the advisory board of the employment service office.

#### SENATE CONGRATULATIONS TO PRINCE OF WALES

Ottawa, June 24.—(Canadian Press).—Senator David in the Senate yesterday gave notice of a resolution congratulating the Prince of Wales on his successful tour of the British Asiatic possessions.

### SURGEONS OF 3000 YEARS AGO

Old Manuscript Reveals Use of Animal Glands and the Treatment of Wounds.

Chicago.—(By the Associated Press.)—The restoration of youth to the aged, attempted recently by means of animal glands, was also attempted at least 3,000 years ago, according to Dr. James H. Breasted of the University of Chicago. An "Incantation of Transforming an Old Man into a Youth of Twenty" is set forth in the Edwin Smith papyrus, the Egyptian document which Dr. Breasted has declared contains unparalleled evidence of advanced knowledge and scientific spirit on the part of Egyptian physicians of 100 B. C. or earlier. The incantation, on the contrary, he said, is characterized by reliance on magic. Dr. Breasted's theory is that an extraordinary book on surgery and external medicine fell into the hands of a quack who was more interested in charms for making old men young, and who had the incantations combined in the same roll. Thus in the papyrus magical formulae jostle an exposition of delicate surgical operations heretofore believed to be decidedly modern.

The handwriting indicates that it was probably written about 1800 B. C., and it is thought to be a copy of a manuscript that is at least a thousand years old. The original may have been written as early as 4000 B. C., it is thought by some of the words which appear in the manuscript and which were long out of vogue in 1800 B. C.

The manuscript also contains "The Incantation of Expelling the Wind of the Year of Pest." This shows the widely prevalent notion which has persisted to the present day that the winds carry the germs of disease. The last two parts of the papyrus are written in a very different handwriting from the front page, the columns in front of the head, the neck, the lower head, the mouth, the neck, and the spine. Here the papyrus states, but it is evident that the remainder treated the lower body.

The first group of ten cases which are treated of wounds of the head, of which seven are knife and sword wounds. The surgeon is instructed how to probe the wound and in case of a severe knife wound told "You should have made for him a wooden brace padded with linen (and have the head fastened) to it. His treatment should be sitting, placed between two supports of bricks, until you know whether he is making any progress."

Case eight deals with "a fracture of the skull under the skin." The surgeon is told to operate, to open at the point of contusion and "to elevate the depression outward." It is possible trepanning is involved here; if so, it is the earliest mention of it in history.

For a cut in the forehead, physicians' skin, a kind of linen bandage, is to be used or a double bandage applied so as to cause "the lips of the wound to join one another."

#### LOCAL NEWS

Making the trip in a Ford car, Mr. and Mrs. Kenneth Jones and child arrived in the city yesterday from Omaha, Nebraska. Not yet here to visit Mr. Jones' grandfather, Albert Jones, 119 Main street. They report the roads good with the exception of some parts of Massachusetts.

Barry Wilson, city electrician, has reported to Commissioner Thornton that the careless grounding of wireless aerials may prove a source of danger from fire. The commissioner is having a by-law drafted for the inspection and licensing of equipment.

The valedictorian of the largest graduating class in the history of the St. John High School will be Miss Harriet Leary, daughter of Mr. and Mrs. H. J. Roberts, 114 Douglas avenue. At St. Vincent's High School Miss Lillian Clark has carried off the graduation honors.

A word of praise for the efficient conduct of the games of the Canadian Manufacturers' Association by the retiring president, W. Shives Fisher, of St. John, was voiced last evening by Angus McLeay, the well known Bathurst lumberman, who is passing through the city from St. Andrews where he attended the sessions of the organization.

A bazaar held by five little girls of the West Side, Lillian Cunningham, Eva Cunningham, Elizabeth Fisher, Vera Johnson and Eva McGuire, resulted in the raising of \$2, who then sent to the St. John Orphan Home with the request that it be used to buy fruit for the children.

The residents of Little River gave a hearty reception to Rev. William Lawson last night, in appreciation of his return to them for another year. Mr. Lawson was called upon at the parsonage and carried to the hall, where the congregation had assembled. Mr. Goodwin, the chairman, made a welcome reply. A social evening was spent, and refreshments were served.

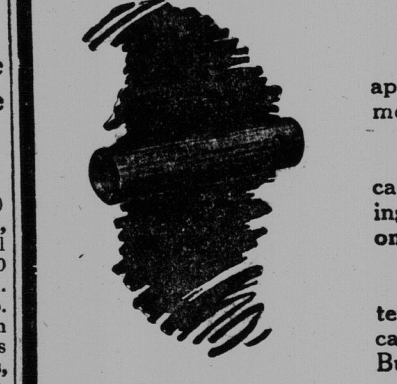
Some evidence was taken yesterday in the case in which Stephen Barton is charged with soliciting insurance in the province of New Brunswick between May 1 and 23 without having paid the provincial license fee. W. E. Gunter, J. T. Cornell and Hugh MacKay gave evidence. Adjournment was made until next Wednesday afternoon. J. B. McNair of Fredericton represented the accused. W. M. Ryan, the crown and P. R. Taylor, K. C., the insurance interests.

Wilson and Greb. Boston, June 23.—Marty Killies, manager of Johnny Wilson, when informed that the New York State Athletic Commission had revoked the lightweight champion's license because he failed to meet Harry Greb, he was willing for Wilson to meet Greb or any other lightweight. It was merely a matter of arranging terms, he said, adding that he considered a purse of \$50,000 with 60 per cent. for Wilson a fair amount for a match with Greb.

Funerals Today. Rochester, Eng., June 24.—Mrs. la Bluested Mallory, U. S. woman lawn tennis champion, defeated Mrs. Edington, 6-1, 6-0 in the semi-finals of the women's singles here yesterday.

### MIRRA Piston Pins

The Out-of-the-Ordinary Pins at the Ordinary Price.



Only the man who has seen and handled Mirra Piston Pin can appreciate their superior finish, precise parallelism and extreme dimensional accuracy.

Machined from the finest bar steel—S. A. E. specifications—case hardened and all scale removed from inside of pin after hardening; ground on centres and finished with a real mirror finish—found on no other pin.

Put up in sets according to the motor for which they are intended—each pin wrapped in wax paper. Made for the following cars—Chevrolet, Dodge, Cadillac, Essex, Oldsmobile, Buick, Hudson and Studebaker.

Phone Main 2540 McAVITY'S 11-17 King Street

### SAY DAD

Call your laddie boy to you, draw him close and whisper "Boyo, how about a Baseball Outfit—a good one—for holiday fun?" See his eyes sparkle as he says: "Oh, Dad—fine!" Then put on your hat, bring along the boy, have a look at our window, then come in and select your

#### BOY'S BASEBALL OUTFIT

from the three sets we have chosen carefully, and offer at prices which mean SPECIAL VALUE.

HERE THEY ARE:

An All Leather Fielder's Glove with Bat and Ball ..... \$1.00

All Leather First Baseman's Mitt, with Bat and Ball ..... \$1.25

All Leather Catcher's Mitt with Bat and Ball, for ..... \$1.50

Also we carry a complete line of REACH BASEBALL SUPPLIES, the standard of the Baseball world.

EMERSON & FISHER, Limited



Does madam desire an airy youthful dance or dinner frock of filmy draped Canton Crepe or shall it be Crepeong. Perhaps a pretty combination of both materials would be more desirable. All three are here in all their splendor.

\$29.00, \$34.00, \$40.00, \$44.00

D. MAGEE'S SONS, LTD.

Since 1859 St. John, N. B.

### A POPULAR STYLE

At Popular Prices



The One Strap Slipper with a broad strap and buckle is the most popular style today. It is very attractive, and has a low heel, medium broad toe and buckles far over on the side; with rubber heels. Styles we are featuring just now are of brown and black calf, and black calf with a grey sweep back and strap.

Price, \$4.85

WIEZELBROS

SUPERIOR FOOTWEAR

243 Union Street

"LA PARISIENNE" Shoes for Women.

"REGAL" Shoes for Men.

Beamish and Mrs. Mallory will meet today in the finals, Mrs. Beamish having beaten Miss D. Kemmish Betty in a close match, 7-5, 6-3. In the men's singles semi-finals B. L. C. Norton of South Africa defeated M. Gerbaud of France and Cesare Colombo of the Italian Davis Cup team won from J. B. Gilbert.

A Poor Contest.

Paris, June 24.—Batting Siki, a Senegalese heavyweight last night won the heavy-weight championship of France, defeating Marcel Nilles on points in a fifteen-round bout. The contest was slow and uninteresting. Siki's showing was so poor that Deschamps, manager

of Carpenter, said that unless there should be a very strong public demand for a meeting with Siki, Carpenter would have an open date in September.

New One for Red Sox.

Boston, June 23.—Leroy E. Maynard of this year's Dartmouth College nine, reported to the Boston Red Sox today.

The Raleigh at Charlottetown.

Charlottetown, P. E. I., June 24.—H. M. S. Raleigh arrived here yesterday from Sydney. She will remain here until Thursday afternoon and then sail for Montreal.

Keep Minard's Liniment in the house.

To be had of: W. H. Thorne & Co., Ltd.; T. McAvity & Sons, Ltd.; Emerson & Fisher, Ltd.; D. J. Barrett, 155 Union street; J. E. Wilson, Ltd., 17 Sydney St.; Duval's, 17 Waterloo St.; J. A. Lipsett, Variety Store, 283 Prince Edward St.; Geo. W. Morrell, Haymarket Sq.; East End Store, 283 Prince Edward St.; Irving D. Appleby, 39 St. James St.; Philip Grannan, 565 Main St.; Quinn & Co., 415 Main St.; C. H. Ritchie, 320 Main St.; P. Nas & Son, Ltd., Indian town; J. Stout, Fairville; W. R. Emerson, 31 Union St., West Side.

### IT'S NO SECRET

The reason RICHMOND RANGES are best is on account of their patented flue construction. This is designed to cut the coal cost and to heat the oven evenly all over. There are no cold corners in the RICHMOND oven.

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Assets Exceed Ninety-Three Million Dollars

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