CANADIAN PACIFIC
STEAMSHIPS LIMITED

ST. LAWRENCE SAILINGS

QUEBEC-CHERBOURG-SOUTHAMPTON-HAMBURG

June 13, July 11, Aug. 8..... Empress of France
June 27, July 25..... Empress of Scotland

QUEBEC-LIVERPOOL

June 23, July 18.....Emp. of Britain
July 5 .....Empress of India

MONTREAL-LIVERPOOL

June 16, July 14, Aug. 11....Montrose
June 30, July 28 ..... Montcalm
July 21 ..... Victorian
Aug. 4 .....Montclare

MONTREAL-GLASGOW

June 17, July 15, Aug. 12....Tunisian
June 24, July 22 ..... Corsican
July 1, July 29 ..... Metagama
Aug. 5 ..... Scotian

MONTR'L-SO'THAMPT'N-ANTWERP

June 10 .....Scandinavian
June 21, July 19.....Melita
July 5, Aug. 2 ..... Minnedosa

MONTREAL-SOUTHAMPTON-GLASGOW

July 8.....Scotian

MONTREAL-NAPLES-GENOA

June 22 .....Montreal
July 14 ..... Caserta

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CUNARD ANCHOR-DONALDSON ANCHOR LINES

Canadian Services

Cunard Line.

MONTREAL TO LIVERPOOL

June 10, July 15, Aug. 19 ..Andania
June 27, July 29, Sept 2 ....Tyrrhenia
Aug. 12, Sept. 16, Oct. 14 ....Ausonia

MONTREAL TO PLYMOUTH, CHERBOURG and LONDON

June 17, July 22, Aug. 26,...Andania
July 1, Aug. 5, Sept. 9,....Antonia

Anchor-Donaldson Line.

MONTREAL TO GLASGOW

June 16, **July 14, Aug. 11..Saturnia
*June 27 .....Tyrrhenia
June 30, July 28, Aug. 25..Cassandra
Sept. 15, Oct. 13, Nov. 10.....Athenia
**Calls at Moville (Ireland).
*En route to Liverpool.

N. Y. and Boston Services

Cunard Line.

N. Y. TO Q'TOWN AND LIVERPOOL

June 8, July 6, Aug. 3.....Laconia
*June 15, July 13, Aug. 17..Carmania
June 22, July 20, Aug. 31.....Scythia
*Sails from Boston June 16.

N.Y.-CHERBOURG and S.HAMPTON

June 13, July 4, Aug. 1.....Aquitania
June 27, July 18, Aug. 15..Mauretania
July 11, Aug. 8 .....Berengaria

N.Y., PLY. CHERBOURG and HAMBOURG

June 17, July 29, Aug. 31 .. Caronia
July 1, Aug. 3, Sept. 9.....Saxonia

BOSTON-LIVERPOOL-Q.TOWN.

June 28, July 26, Aug. 23....Samaria

Anchor Line.

N.Y. TO GLASGOW (Via Moville)

June 14, July 15, Aug. 25 ....Algeria
June 24, July 22, Aug. 19 ..Columbia
Sept. 9, Oct. 7.....Cameronia

BOSTON TO LONDONDERRY, LIVERPOOL AND GLASGOW

July 8 ..... Assyria
Aug. 8.....*Elysia
*Cargo only to Glasgow.

N. Y. TO MEDITERRANEAN

June 10.....Italia
July 5, (cruise).....Cameronia

R. M. S. TYRRHENIA 16,700 TONS
MONTREAL TO LIVERPOOL
June 27, July 29, Sept. 6
This new palatial twin screw oil burner is the
LARGEST VESSEL SAILING FROM MONTREAL
and carries
SALOON SECOND CLASS AND THIRD CLASS PASSENGERS.
MAGNIFICENCE—LUXURY—SPEED—COMFORT.

For rates of passage, freight and further particulars, apply to local agents or
THE ROBERT REFORD CO. Limited, General Agents,
162 Prince William Street, St. John, N. B.

MARINE NEWS

MOON'S PHASES

First Quarter.. .. ..June 2
Full Moon.. .. ..June 9
Last Quarter.. .. ..June 17
New Moon .. ..June 25

PORT OF ST. JOHN, N. B.,
Thursday, June 8, 1922.

Arrived Wednesday

Stmr. West Koska, from Norfolk.
Stmr. Daneborg, from Norfolk.
Coastwise—Stmr. Glenholme, 125, McKeil, from Yarmouth; gas boat Mary B., 4, Durock, from Grand Harbor.

Cleared Wednesday

Coastwise—Stmr. Glenholme, 125, McKeil, for Spencer's Isle; schr Nelson Y. McFarlane, 47, Card, for Five Islands; gas boat Mary B., 4, Durock, for Grand Harbor.

Sailed Wednesday

Stmr. Governor Dingley, 2856, Ingalls, for Boston.

British Ports

Glasgow, June 5—Ard. stmr. Rapidan, Philadelphia, via St. John, N. B.
Gibraltar, June 6—Ard, stmr Canadian Hunter, Montreal; passed, stmr Caserta, Montreal.

Shipping Briefs

The West Koska arrived in port yesterday morning from Norfolk to load a cargo of sugar for London.

The Daneborg arrived yesterday morning from Norfolk with a cargo of coal. She will dock at Long wharf.

The schooner Charles and Vernon sailed on Monday night for Fall River with a cargo of lumber.

The schooner Harry A. McLellan finished discharging her cargo of coal yesterday afternoon, and will shift to No. 4 to load lumber for New York.

The Chaleur shifted to the refinery yesterday morning to discharge her cargo of sugar.

The Tuna shifted from the refinery wharf to the stream yesterday morning.

The Hastings County arrived at Montreal from Hamburg Tuesday.

The Cabotia sailed from Montreal for Avonmouth Tuesday.

The Cairnavon arrived at Shields from Montreal on Monday.

The Laconia arrived at Avonmouth from Montreal on Monday.

The Ballygally Head arrived at Belfast from Montreal on Saturday.

The Elysia arrived at Glasgow from Montreal Tuesday.

The Manchester Division arrived at Manchester from Montreal on Monday.

The Manchester Producer arrived at Sharpness from Montreal on Sunday.

The Bothwell arrived at London from Montreal Tuesday.

The Manoa sailed from Shields for Montreal on Sunday.

The Western Plains arrived at Antwerp from Boston via St. John on June 1.

The schooner Nettie C. sailed for Yarmouth yesterday.

Eastern Steamship Lines, Inc.
International Line

Resumption of Freight and Passenger Service between St. John and Boston, commencing May 24.
Fare $10 Staterooms $3 up.
Steamship Governor Dingley will leave St. John every Wednesday at 8 a.m., and every Saturday at 6 p.m. (Atlantic time).
The Wednesday trips are via Eastport and Lubec, due Boston 11 am. Thursdays.
The Saturday trips are to Boston direct, due Sundays at 2 p.m.
Direct connection at Boston with Metropolitan Line steamers for New York via Cape Cod Canal.
For rates and additional information, apply to.
A. C. CURRIE, Agent,
St. John, N. B.

Funerals

The body of Capt. Henry A. Rowan arrived at noon yesterday from south Weymouth, Mass. The funeral was conducted by Rev. R. P. McKim, on arrival of the Boston train. Interment at Fernhill.

Judgments In Appeal Court On Friday

Fredericton, N. B., June 7—In the appeal division, Supreme Court, this afternoon argument was completed in Fournier vs Everett et al. H. A. Carr with P. J. Hughes associated with him, for defendants, moved to set aside verdict for plaintiffs and to enter verdict for defendants or for new trial. A. T. LeBlanc, K. C., contra. Court considers.

Judgments are to be handed down Friday.

A Bit Previous

First Prisoner—Well, Pardon, what are you in for?

Second Ditto—Found some jewellery.

F. P.—Why, they wouldn't send you up for that, would they?

S. D.—Found it before the owner lost it.

ADDITIONAL TRAIN SERVICE ST. JOHN-FREDERICTON

Effective Sunday, June 4th.

The Canadian Pacific will inaugurate a Sunday service between St. John and Fredericton, effective Sunday June 4th. This train will provide connection between Montreal and Upper Canadian Points and Fredericton with trains Nos. 15 and 16, now running daily between St. John and Montreal.

Train will leave St John at 9.10 A.M., arrive Fredericton at 10:50 A.M., Eastern, returning leave Fredericton 2.30 P.M., arriving St. John 4:05 P.M., Eastern. Trains in each direction will make all local stops enroute St. John and Fredericton.

Weddings

Foster-Drillen

Rev. G. D. Hudson officiated at a very pretty wedding yesterday afternoon at 4.15 o'clock in Victoria street Baptist church when he united in marrriage Miss Mabel Irene, daughter of Mr. and Mrs. Randolph Drillen, 260 Main street, and Alden Burpee Foster, son of Mr. and Mrs. J. M. Foster, 225 City road. They were unattended. The bride was given away by her father. The church was beautifully decorated with flowers and potted plants for the occasion. Following the ceremony Mr. and Mrs. Foster left for a trip through the province and on their return will reside at 225 City road.

White-Lewis

A wedding of much interest took place yesterday afternoon at four o'clock in Germain street Baptist church when Rev. S. S. Poole united in marriage Miss Nina Lee Lewis, daughter of Captain and Mrs. C. F. Lewis, 69 Mecklenburg street, and Marvin Hart White, of Halifax. The bride was given away by her father. She was attended by Miss Annie Ketchum. Joseph F. White, of Detroit, brother of the groom, was best man. The ushers were Alexander Christie and John W. Holder. After the ceremony, Mr. and Mrs. White left on the Montreal train for Montreal, Toronto, Niagara Falls and other cities, and, on returning, will reside in Halifax, where the groom is a member of the staff of the Bank of Commerce. Both Marvin White and Joseph White were formerly St. John men and are well known here. Among the out of town guests at the wedding were Mr. and Mrs. George H. Holdsworth and Miss Mabel Holdsworth, of Digby, and Roy C. C. Lewis of Montreal, brother of the bride.

Currie-Lee

In St. George's church at 4 o'clock yesterday afternoon, Rev. Rural Dean W. H. Sampson united in marriage Miss Annie Viola, daughter of Mr and Mrs. John H. Lee, 86 St. George street west end, to Alvin Souther Currie, son of Mr. and Mrs. Fred Currie of Bayswater. Miss Alice Wilson attended the bride. The groom was supported by Harold Lee, the bride's brother. Harold Currie, brother of the groom, and Walter Lord acted as ushers. Miss Lee entered the church with her father as the choir sang "The Voice that Breathed o'er Eden The register was signed while the choir sang "Oh Perfect Love." Miss Maria Beattey was organist. Following the ceremony a wedding reception was held at the home of the bride's parents and a buffet luncheon was served by Mrs. Lee, assisted by Mrs. William Tobin of West St. John, and Mrs. Frank Leonard of Devon, Mass. Mr. and Mrs. Currie left on the evening train for Boston. Among the out of town people at the wedding were Mrs. Frank Leonard of Devon, Mass., and Mr. and Mrs. Fred Currie and Miss Bertie Currie of Bayswater. On their return to the city Mr. and Mrs. Currie will reside at 203 Charlotte street, west end.

O'Leary-Breen

A very pretty wedding was solemnized in the Cathedral yesterday morning at six o'clock by Rev. W. M. Duke, when Miss Anna H., daughter of Mr. and Mrs. T. W. Breen, 51 Richmond street, was united in marriage with nuptial mass, to William D. O'Leary. The bride was attended by Miss Eileen Hurley. George Murphy assisted the groom. After the ceremony a dainty wedding breakfast was served at the bride's home and Mr. and Mrs. O'Leary left on an automobile trip through the province. On their return to the city they will reside at 346 Haymarket Square. Many friends wish them all happiness.

Gibson-Nilsson.

A quiet wedding took place at half-past six o'clock yesterday morning in St. Mary's Church, when Miss Bessie May Nilsson, daughter of the late Theodore and Elizabeth Nilsson, was united in marriage to Oliver Andrew Gibson of Red Head. Rev. R. T. McKim officiated. After the ceremony Mr. and Mrs. Gibson left on a motor tour of Nova Scotia, and on their return they will reside at Red Head.

Shonaman-Nice.

St. Jude's Church was the scene of a very pretty wedding yesterday morning at 8 o'clock, when Rev. J. H. A. Holmes united in marriage Miss Lena, daughter of Mr. and Mrs. W. B. Nice, 119 Union street, West End, to George Victor Shonaman. The bride was given away by her father. She was supported by Miss Muriel Ellis, and the groom by Elmer Nice, brother of the bride. Mr. and Mrs. Shonaman left for a trip up the St. John River, and will reside at 149 Winslow street on their return to the city. The church was decorated with apple blossoms and lilies of the valley. The choir sang, "The Voice That Breathed O'er Eden," "Oh, Perfect Love," and Mendelssohn's Wedding March was played.

Davidson-Whelpley.

At Little River, Tuesday evening, at the home of Mrs. Stella Whelpley, her daughter, Miss Emma Whelpley, was united in marriage to John Davidson of this city. The ceremony was performed by Rev. O. P. Brown, assisted by Rev. William Lawson of Little River. The bride was attended by Mrs. Frank J. Gillet as maid of honor, and Horace Davidson supported the groom. Mr. and Mrs. Davidson will make their home at Little River.

McKeil-Appleby.

A pretty wedding was solemnized in St. Paul's Church at 7.30 o'clock yesterday morning, when Miss Lila Evelyn Appleby, daughter of Mr. and Mrs. Robert N. Appleby, was united in marriage to Walter Norman McNeil. The ceremony was performed by Ven. Archdeacon Crowfoot in the presence of immediate friends and relatives. The groom was supported by Edward Osborne. Mr. and Mrs. McKeil left on a motor trip through the province, and on their return they will reside in Winslow street, West St. John. They were the recipients of many beautiful presents, testifying to their popularity. The groom is a popular young druggist of West St. John, and son of Mr. and Mrs. Melvin McKeil of South Devon, N. B.

Belyea—Gatcombe

Fredericton, June 7—A very pretty wedding took place at the Brunswick Street Baptist Church this evening at seven o'clock, when Miss Edith Mary Gatcombe became the bride of A. M. Belyea, the ceremony being performed by Rev. G. C. Warren in the presence of a very large number of friends of the bride and groom. The bride was given in marriage by her brother-in-law, Warren Maxwell, and was attired in a suit of taupe broadcloth with hat to match and carried a bouquet of pink roses. Her little sister Shirley was flower girl and was dressed in pale blue voile.

After the ceremony, Mr. and Mrs. Belyea left on a honeymoon trip to Prince Edward Island.

The bride was of the staff of the Bank of Montreal and one of the popular young ladies of the city while the groom is in the treasury department of the province and prominent in Fredericton.

Gibson-Nilsson

A quiet wedding took place at 6.30 a.m. yesterday in St. Mary's church, when Bessie May, daughter of the late Theodore and Elizabeth Nilsson was united in marriage to Oliver Andrew Gibson, of Red Head, Rev. R. T. McKim officiating. After the ceremony Mr. and Mrs. Gibson left on a motor tour through Nova Scotia. On their return they will reside at Red Head.

Wilson-Wetmore

A very pretty wedding took place last evening at 6 o'clock at at entral Baptist church, when Rev. F. H. Bone united in marriage Miss Treva Gladys Wetmore, daughter of Mr and Mrs. W. A. Wetmore, 9 Richey street, and Leonard M. Wilson, son of Mr. and Mrs. Jarvis Wilson, Charlotte street, west. Rev. J. A. Morison, pastor of the First Presbyterian church, assisted in the ceremony. The bride was given away by her father. Clinton and Fred Wetmore, brothers of the bride, acted as ushers. The happy couple left last evening on a honeymoon trip to Boston and New York, and on their return will reside in West St. John. Out of town guests were Mr. and Mrs. J. Judson Barker, Fredericton; Mr. and Mrs. P. O. Jenner, Moncton, and Mr and Mrs. Dan Armstrong and family, Moncton.

Watson-Miller

Miss Jennie F. ,daughter of Mr. and Mrs. F. J. Miller, 190 Guilford street, and George H. Watson, 44 Rodney street, were married last evening at 7 o'clock, at the parsonage of the Charlotte street Baptist church, by Rev. C. R. Freeman. The bride was unattended. Mr. and Mrs. Watson left last evening on their honeymoon to Detroit, where they will visit Mrs. Charles Harding, a sister of the bride. On their return they will take up their residence on Guilford street.

Arthurs-Wilkins

Miss Pearl Mildred Wilkins, daughter of Mr. and Mrs. Burpee Wilkins of 6 Sydney street, and Lester T. Arthurs of this city, were married at seven o'clock last evening in the Exmouth street Methodist church by the Rev. H. E. Thomas. Miss May Crisper acted as bridesmaid. After the ceremony the happy couple returned to the home of the groom, 13 Johnson street, where a wedding supper was served.

FREIGHT RATES IN EAST HAVE INCREASED LARGELY OVER THOSE SCHEDULED IN WEST

During Last Four Years, Rates Says W. B. Lanigan of C. P. R., Have Not Increased in Proportion to Increases in Operating Expenses — Points Out Hardships Involved With Bringing Crow's Nest Pass Agreement Into Effect.

Special to The Standard

Ottawa, June 7—Addressing the parliamentary committee on railway transportation costs this morning, W. B. Lanigan, C.P.R. general traffic manager, showed that during the last seven years the increase in rates in the east had been eighty-nine per cent, whereas in the West it had only been fifty per cent.

He also pointed out that from 1914 to 1918 the railways had not received higher rates, although operating and other costs had greatly increased during that time. If in some respects rates in the East were lower on grain than in the West it was in order that American rail and also water competition might be met, otherwise Canadian railways would lose this export business.

M Lanigan said in part:

If the railway companies are entitled to earn reasonable returns as set forth in the board's judgment, the board's jurisdiction should not be circumscribed, and other traffic penalized by reason of discrimination in favor of certain localities or of certain commodities.

As Mr Symington states, the remarks of Mr. Langley with respect to the board were to be regretted. Similar strictures had been made by that gentleman at Regina on April 22, 1921, which subsequently in a chastened spirit he had asked the newspapers to expunge from their notes

Mr. Symington had criticized an estimate of earnings made by the speaker before the railway commission in August, 1921, but he had omitted to state that the estimate was based on a suggested reduction of rates effective September first, whereas the reduction actually went into effect on December first. Mr. Symington had made some rather extraordinary excursions into the field of prophesy himself. Speaking before the board at Winnipeg on November 9, 1921, he had estimated for the Canadian Pacific a surplus of eleven million dollars for the year. The surplus for that year was actually seven hundred and fifty-five thousand nine thirty-one dollars.

Full details were then furnished as to the methods by which were compiled the estimates submitted by Mr. Beatty, of the reduction of earning consequent on the enforcement of the Crow's Nest Pass agreement. This was based on 1921 tonnage, after allowance had been made for the decrease already effective on December first, 1921.

The whole basis of the arguments of Mr. Symington and Mr. Lambert was that the West produced an undue proportion of the railway company's profits, and, therefore that there was a margin for special rate reductions. After a three year's investigation, ending in 1914, the Railway Commission had laid down the basis of rates for Western Canada. After a thorough investigation in 1915 the board, with equal thoroughness, had laid down the basis of rates for Eastern Canada. Until war conditions supervened, these basis had not been varied except in the way of certain decreases granted to meet special conditions. A complete statement was then given of the rate changes authorized since December 26, 1917, including the reductions made on December 1, 1921. The result of all the changes, if reduced to a standard of one dollar in 1914, showed that, in Eastern Canada, the dollar was now $1.89, and in Western Canada the dollar was now $1.50. In other words, in the past seven years the increase in rates in the East was 89 per cent, whereas in the West it was 50 per cent.

If earnings were reduced to a ton mile basis it could be shown that on Eastern lines the earnings per ton of freight moved one mile in 1917 was sixty nine hundredths of a cent, in 1921 it was one cent and twenty-three hundredths, an increase of over seventy eight per cent. On Western lines the return in 1917 was seven tenths of a cent, and in 1921 was one cent and eighteen hundredths, or an increase of over sixty five per cent. In 1917, therefore, the earnings per ton mile were practically the same in the East as in the West whereas in 1921 the earnings per ton mile were actually greater in the East.

This fact is more significant. It is remembered that included in the Eastern figures are the exceptionally low earnings per ton mile on Western grain moving from Fort William and from Georgian Bay ports by rail to the Atlantic seaboard. These rates, to some extent might be fixed so low by water competition and by American rail competition, but the witnesses from the West would have to admit that they benefitted Eastern Canada.

On Eastern lines the mileage operated was 4827 decimal 3, and on Western lines 8166 decimal 5. The tonnage moved in the East per mile of road in 1921 was 3255. and on Western lines 1662. The earnings on Eastern lines per mile of railway in 1921 were $11,445 and in the West $8,857. Eastern lines carried per mile 95.7 per cent more tons and earned per mile twenty nine, decimal two per cent more revenue. The actual mileage operated on Western lines was sixty-nine, decimal two per cent greater than on Eastern lines, and the total gross earnings only thirty decimal one per cent greater. The Western gross earnings on grain and grain products represented just fourteen, decimal five per cent of the total earnings of the railway.

Mr. Symington had pointed out that the operating revenues in the West from 1916 to 1920, inclusive, were twenty per cent. greater than in the East. He had not stressed the fact that the Western mileage was seventy per cent. greater, and the average western haul thirty per cent. longer. He showed in his 1921 figures about the same relative proposition for East and West. He gave the operating revenue as eastern lines $85,500,000; eastern lines $101,900.00 net earnings, east $11,000,000; West $30,000,000, total $41,000,000. The annual report of the company for that year showed total gross earnings from passengers, freight, mails, sleeping cars, etc., was $193,21,854.40; operating expenses $158,820,114.09, net profits $34,201,740.31, or almost seven millions less than the net earnings as figured by himself. If the enquiry was narrowed down to freight earnings and Mr. Symington's formula as to operating ratio east 77 decimal twenty-one per cent, and West seventy decimal twenty-four per cent. was used, it would work out a net profit in the West on freight alone of $21,691,805, and in the East of $12,761,006, a total of $34,452,811. Now the total profit of the railway was $34,201,240, or $251,571 less than the Symington figures which would force the acceptance of the astounding conclusion that all the passenger and miscellaneous business of the company amounting to a total earning of $65,000,000 was conducted at a loss of $251,571.

In connection with the emphasis Mr. Symington had placed on the Western grain movement and the high earnings in the fall months it should be remembered that this was a seasonable movement and was the culmination of months of preparation on the part of the railways. From May to September, 1921, there had been moved over eastern lines to the West fifteen thousand five hundred empty box cars This was done at the expense of easten lines. The grain movement also involved a heavy movement of empty cars in one direction. This was illustrated by the fact that the percentage of empty freight car miles from January to August, 1921 in Manitoba was twenty five decimal eighty four; Saskatchewan, thirty-three decimal fourteen; Alberta, forty decimal seventy-one. From September to December the figures were: Manitoba fifty-seven decimal seven; Saskatchewan sixty-two decimal two; Alberta, fifty-nine decimal eleven. Cars had to be stored in anticipation of the movement and interest paid on the capital invested in the equipment. Statistics showed that the freight cars stored from April 1st to August 31st involved two million, eight twenty-nine thousand nine hundred idle car days.

Mr. Symington had quoted James J. Hill as favoring low rates on grain because of the necessity of having a prosperous farming community, but the fact was that when application was made to the Inter-state Commerce Commission to have Great Northern rates reduced to the level of he Canadian Pacific, Mr. Hill resisted it and resisted it successfully.

Mr. Lanigan concluded as follows: High freight rates are the results, not the cause, of economic conditions. The results of our operations since 1918 do not show that slight margin of surplus approved by the board in 1914 as being a reasonable margin over and above our obligations. We anticipate reductions in wage and material costs. On that anticipation we have already reduced our rates, a memorandum of which I submit and suggest, in addition to the reduction made by the board on December 1st, further lowering of rates on basic commodities. There is only a certain amount of slack to take up, that is the amount that can be anticipated as a decrease in railway operating cost for the balance of 1922. The position is that one railway earns its obligations and an infinitesimal surplus, less than the railway board itself considered proper. The deficits on the other enterprise are a serious addition to the taxes of the people. The question to my mind is how this margin can be spread so it will do the most good to the greatest number, to each interest, to every section of the Dominion. I have already said that I disagreed with legislative enactments setting aside certain commodities to be specially dealt with, certain sections to be specially favored. If the rates in any section or any commodities are unreasonable they should be reduced. Parliament has passed a railway act, and created a tribunal with the fullest powers to deal with these matters and they should be permitted a free and unrestricted exercise of that power.

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NOTICE

In view of the large number of women voters, the Board of Education has ordered, that with the consent of the School Boards concerned, school rooms may be used on polling days—June 10th and 17th insts., as rest rooms for electors.

(Sgd.) W. S. CARTER,
Chief Sup't of Education
Education Office,
June 5th., 1922.

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