

LOCAL NEWS

Fifty members of the schoolboy class of the Y. M. C. I. took part in a hare-and-hound chase around Rockwood Park on Saturday morning under the direction of W. E. Stirling, physical director of the institute. The hares arrived home without being overtaken by the hounds.

The annual meeting of the Freight Handlers was held yesterday afternoon in Temperance Hall, West St. John. Officers were elected as follows: William Lee, president; W. Williams, recording secretary; Geo. Barnett, 1st vice-president; Edward McGinnis, financial secretary; J. Taylor, treasurer. Trustees: Leonard Harned, John Carson, John McGinnis, Marshall Marshall, James Harrington.

Frank Dykeman, 48 Watson street, was taken to the hospital on Sunday morning, suffering from a leg wound. One account is that it was the result of a collision between Dykeman's automobile and another car and another is that Dykeman's Ford and a street car came together. A citizen passing shortly after said that the jitney was across the car tracks and a street car was standing a few feet away. He surmised that the car had hit the jitney. The accident occurred across the Fairville bridge near the power house of the provincial hospital.

The owner of the seaplane Pelican, now at Black Beach near Musquash was in the city last evening and denied the rumors which have been circulated that he was a ram runner. He is W. H. Alexander, of New York and has been using his plane for carrying sightseeing parties in Maine and was on his way to Bear River to visit his brother, Last Friday he was forced to descend near Black Beach. When he struck the water the wings of his plane were damaged, but they have been repaired. The Pelican is an H121 type of navy seaplane and carries six passengers, a pilot and mechanic. Mr. Alexander was a lieutenant commander in the American Air Force during the war.

MORNING NEWS OVER THE WIRES

Twenty-three are known to be dead and at least thirteen are missing as the result of a flood which raced down a steep mountainside and struck the copper mining settlement of Britannia Beach, B. C., on Monday night. Half the village was carried away and smashed to splinters. The flood was caused by the breaking of a railway fill which released the roaring torrent. The village was plunged in darkness.

Lumber valued at \$150,000 and two dwellings were destroyed by fire yesterday at Clarksville, twenty miles from Windsor. The lumber yards of F. J. Logan and San at Musquash Harbor were damaged yesterday to the extent of \$20,000.

Twenty persons were drowned by the capsizing of the steamer August in the Scheldt yesterday. The cargo shifted and the vessel listed and sank in a minute. The passengers and crew above decks were saved.

The southeast of the Newfoundland coast is in the grip of a terrible wind-storm which has raged since Friday evening and which reached its height in a snow blizzard on Saturday morning. Two feet of snow fell. A high tide accompanying the storm has destroyed goods around the coast and in St. John's harbor. Communication is partially disabled and whole sections of the railroad tracks were washed out.

Lady Laurier is seriously ill. The last sacraments of the Roman Catholic church were administered yesterday. She was in her usual good health up until a week ago but her illness is due to weakness of the heart and as she is eighty years of age it is feared that she will not recover.

Five early yesterday morning did damage to the amount of \$14,000 to a building on Main street, Moncton, owned by Pittson and Mercer. Half of the building was used as a tobacco store by the owners and the other part as a meat shop run by Harrie Attis.

IN CITY CHURCHES.

There was a large congregation in Edith avenue hall in East St. John last night to hear Evangelist George Knight, who gave a forceful address and also sang a solo with fine effect.

The Methodist ministers in the city observed their customary monthly interchange of pulpits yesterday morning. Rev. Neil MacLauchlan, of the Queen square church, exchanged with Rev. H. E. Thomas, of the Eastmouth street church; Rev. R. G. Fulton, of Centenary church, exchanged with Rev. H. B. Clarke, of the Portland church; Rev. J. K. King, of Zion church, exchanged with Rev. J. Heaney, of the Carleton church, and Rev. E. E. Styles, of Carman street, exchanged with Rev. J. M. Rice, of Fairville. Rev. R. O. Morse, editor of the Maritime Baptist, conducted the services in the Waterloo street Baptist church, which is awaiting the arrival of its new pastor.

The Marsh Bridge Mission celebrated its eleventh anniversary yesterday afternoon. Rev. J. K. King, in a helpful address, gave some examples of loyalty of Sunday School workers and scholars. William Baxter also gave a short talk and a musical programme was carried out under the guidance of Rotheray McLaughlin. In the evening the pastor, Rev. Robert Crisp, preached. Miss Bessie Comben played the violin as an accompaniment to the hymns.

Yesterday was the Sunday appointed by the home visitation committee as the day on which now members of the congregations were to be given special welcome and in some of the churches special welcomes were extended. Other churches are delaying the special greetings until a later time.

In St. Andrew's church at both services, large attendances were present to welcome new members. Rev. F. S. Dowling, in his morning sermon traced the effect of Christ on the religious thought of the world. In the evening he spoke of the home and the church and emphasized the importance of every family having a church home. He said that St. Andrew's was ready to become the church home of any new members and that the pastor would be at the service of all. In St. Andrew's church they were kept in touch with the members' homes by the home department, which was one of the finest of its kind in Canada.

Archbishop Worrell of Nova Scotia, preached at both services in Trinity yesterday to large and appreciative congregations.

ROY M. WOULVIN.



President of the British Empire Steel Corporation of which the Dominion Coal Company is a subsidiary, says that the miners must accept a reduction in wages, otherwise the Nova Scotia coal mines may be forced to close down this winter.

gregations. For his text in the morning he took the words: "I am come that ye might have life and have it more abundantly," and he spoke of the fullness of life upon the earth for those who were spiritually minded.

After the service, a social half hour was spent in the schoolroom and music and talks were enjoyed.

The text in the evening was, "Art thou that shall come or look we for art thou?" He compared the doubts of John the Baptist with those of the world at present and told of Christ's answer. He advanced the fate of Russia as a les-

son to those who would take things by force and made a strong plea for better understanding between the classes. The only way to prevent the widening of the gulf between them, he said, was to preach more widely the Gospel of Christ in which all men are equal.

WILL HAVE NO MORE OF SEMI-PROFESSIONAL

(Saskatoon Star.)

Saskatoon. the three cities that made up the Saskatchewan Hockey League last winter, is going to break away from the camouflaged amateur game and come out in the open with professional sport this winter. Arrangements have been completed for entering the Saskatoon team in a league with the four Alberta teams that had previously decided to turn professional. There is still a possibility that Regina may enter the league, which would round it out nicely. If Regina does not, the five teams will play out a schedule to be arranged later.

For the past two or three years the situation has been more or less of a scandal, with professional teams masquerading as amateur. That is a bad thing in sport. Professional sport has its place, but disguised amateurism has no place at all. It is unsatisfactory from every standpoint, and particularly, perhaps, from the standpoint of the influence on boys growing up.

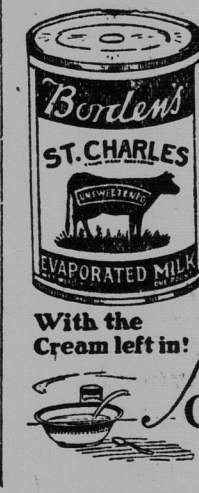
Professional and amateur hockey can flourish side by side. That has been proven over and over again, and, in fact, the best amateur hockey is played where it competes in interest with the professional game. That, we hope, will be the case here, now that the situation has been straightened up by putting the senior team into the professional ranks. But amateurism must be straight amateurism to hold its place. There is no twilight zone in sport. If Moose Jaw and Regina insist upon playing senior teams of disguised amateurs, the Saskatchewan Amateur Hockey Association

SKATING ALREADY.

(Toronto Globe.)

With the ice in good condition public skating will commence at the Arena Gardens Saturday evening at 8 o'clock. This sets a record, and despite the early season, it is expected that the devotees of the winter sport will take advantage of the occasion to take a whirl on the steel blades. It seems rather strange that skating should be ushered in when the baseball season has just concluded and the football teams are only about halfway on their journey. Artificial ice is the answer.

The hockey teams will not be permitted to practice until the last week in November, but the players will avail themselves of the opportunity to get some skating practice.



for all kinds of cooking

Had your iron today?
Eat more raisins

TRAIN WOMEN FOR PUBLIC JOBS IN BOSTON

Director of "The Training School for Public Service" in Boston, one of the most interesting educational institutions in the United States, is the title recently bestowed upon a Providence girl, Miss Bernice V. Brown, a graduate of Radcliffe, where she specialized in the Department of Municipal Government, and she has twice won the William H. Baldwin prize open to all students in American colleges and universities which offer courses in government. For two years she held a Cambridge fellowship in international law, under which she studied at Yale University and she has done graduate work at the University of Brussels, where she spent last year on a fellowship from the Relief of Belgium Educational Foundation. She was chosen director for Boston's novel educational enterprise not only because of her splendid educational equipment, but because of her known sympathetic outlook on working women's problems. This training school, organized by the Women's Municipal League of Boston for the purpose of training women to fill

positions in municipal and state employ, aims to fit women to take a high place on the list of those eligible to civil service, and to enter upon their work well equipped.

The instruction offered by the school is divided into two main groups, one a course in law and order and the other a course in sanitary inspection. Under law and order are included classes for policewomen, probation officers and attendance officers. Under sanitary inspection are classes for inspectors of tenement houses, streets and alleys, ice cream manufactories, bakeries, restaurants, markets and provision stores. In each course instruction will be given by means of lectures, discussion, reading, field work and report writing. The general structure of city and state government will be covered and the relation of the public employ to good government will be emphasized.

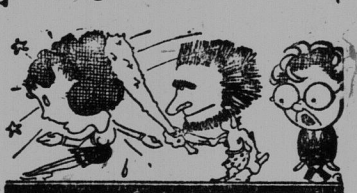
Each course will last six months, and only women who have had a High School training or the equivalent and who show evidence of fitness for the work will be admitted. A tuition fee will be charged and a certificate will be given to each student who completes the course satisfactorily. The school does not guarantee positions to graduates

LESSONS IN LOVE

Constance Colman

Third Lesson For 24-year olds.

Here's the stage where love is fatal. When a round of sleepless nights Filled with thoughts of cunning rivals All your hopes and laughter blights. For she's shy and quite coquettish. Listens to your rival's guff: Boy, get busy—make things whizzy— Be a caveman! Treat her rough!



but will aid them as far as possible to obtain employment. Already several cities offer such positions to women, and lectures will be given by women who have been active in developing these new fields of service and every effort will be made to maintain a high standard.

Look at the Map!
See How Canada's Future is Bound up in Her Lake Transportation

The map tells its own story. These inland seas provide a direct pathway from the great producing Canadian West to the threshold of European commerce. It needs no great imagination to depict the influence which these waters have borne in the development of Canadian commerce and industry.

Canada's place as a producer of raw material for the World depends in no small measure upon the ease and facility with which such products may be brought to their market places. Ships that ply these waters are the direct link between producer and market. No chain is stronger than its weakest link and the Canada Steamship Lines recognizes its responsibility. Constantly additions are being made to the fleet which ceaselessly delves into every corner of our inland waterways to seek out and bring to its most favorable market each particular product. All this vast business is a logical outcome of the fact that Canada is penetrated to the extent of some 2,000 miles—from the Gulf to the head of the Lakes—by a navigable water-way which makes important lake ports of our inland cities.

A great man has once said "To Canada belongs the twentieth century" and as Canada grows in stature to assume her rightful place among the Nations of the World, Canada Steamship Lines will endeavor to keep abreast of this growth in order that no defect of transportation, nor lack of port facilities, may hamper in any way the splendid progress of this great country of the north.

By grouping under one operating head the chief factors of Canadian inland water traffic, the Canada Steamship Lines has accomplished a great step toward increased efficiency of operation with minimum rates. Unnecessary duplication of routing has been eliminated. Economies in operation and maintenance are progressing steadily and this Company feels that soon it may be rightfully entitled to call itself one of the most efficient common carriers in the World.

Just as Canada itself has still more room to grow in population and in wealth, so Canada Steamship Lines Limited has ahead of it a future vastly greater than its present.

CANADA STEAMSHIP LINES LIMITED
"The Great Route Through the Great Lakes"
HEAD OFFICE, VICTORIA SQUARE, MONTREAL