

AT COURT OF ST. JAMES.



J. W. Davis, American ambassador to Great Britain, at his desk in London ready for his diplomatic duties.

PRES. REGAN HEADS N. B. DELEGATION

Canadian Good Roads Convention in Winnipeg First Three Days in June.

(Montreal Herald.)
An invitation has been forwarded by the Canadian Good Roads Association to the Lieutenant-Governor of Manitoba, Sir James A. M. Aikins, Kt., to formally open the seventh annual Canadian good roads convention, which will take place on June 1, 2 and 3 at the Royal Alexandra hotel, Winnipeg. Invitations are also being sent to the prime ministers of all the provinces of the dominion and the ministers of highways and their deputies to attend the convention, and from the communications already received by the secretary, there is no doubt that this, the first convention of its kind in the west, will be a great success. It may seem early days to write in this vein, but so widespread is the interest already taken in the convention that the assertion is fully justified.

From the extreme east to the limits of the west, good roads and automobile organizations have informed George A. McNamee that they are sending delegates to the convention. The Good Roads League of British Columbia is full of enthusiasm, and will send delegates from Vancouver, New Westminster, Victoria and other centres. The New Brunswick Automobile Association is organizing quite a delegation through its president, I. P. Regan; while the Halifax Good Roads Association is also sending a delegation. From Quebec city will come members of the provincial government, as well as many prominent citizens, while from Montreal there will be officers of the association and of the Automobile Club of Canada. The Eastern Ontario Good Roads Association is making arrangements for a special Pullman starting from Ottawa for their delegates, while the Ontario Good Roads Association, headed by the new president, Lucius E. Allen, will send a very large delegation, which will occupy two or three Pullman cars on the outward journey, and is trying to make arrangements to return by boat from Port Arthur part of the way.

Many of the delegates from the east have never visited the west, and so the railway passenger agents are getting together to map out some side trips from Winnipeg so as to provide entertainment for the visitors.

The Central Canada Colonization and Highways Association of Fort William, the Commercial Club of Duluth, the Fort William board of trade, are all sending delegates, the former body being keenly interested in a highway from Fort William to Winnipeg. Niagara Falls will also be represented, as will be the Pacific Highway Association of Maryhill, Washington, interested in the highway from Vancouver to Mexico on which will be erected the first portals of peace.

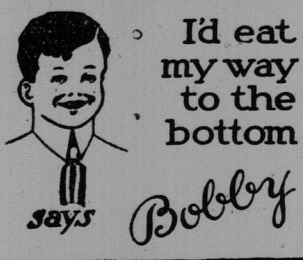
Delegates east of Montreal will assemble at the latter city, where special Pullmans will be joined on at Ottawa and other points, so that by the time the delegates reach Winnipeg they will be together in one or two special trains. The programme committee has been hard at work selecting the speakers, and the tentative programme has been submitted to various organizations for approval.

The annual meeting of the Canadian Automobile Association will, as usual, be held during the convention, motorists attending from all the recognized automobile organizations in the dominion.

The government roads models of Ontario are being lent by W. A. McLean, deputy minister of highways for Ontario, as well as a selection of moving picture films showing different methods of road building.

Twenty persons gathered at the country home of Charles Smith, a farmer living near Monroeville, Ind., Sunday afternoon, saw the funnel-shaped cloud of tornado coming, destroying everything as it swept along. The Smith home was directly in the path of the storm. At the suggestion of Mr. Smith all knelt to pray. While they were praying the whirling tornado cloud approached the house, but suddenly jumped into the air, leaving the house and those in it unharmed, descending again to continue its work of destruction a few rods farther on.

Pa says if I stood on a mountain of POST TOASTIES



DOMINION TIRES

Royal Cord

Construction

TENS OF THOUSANDS of slender cords in many compact layers, each cord and each layer laid parallel one to another, and each embedded in pure rubber so they cannot touch — each separate cord and layer bringing its individual strength to the tremendous sum total of power and resistance — so is built the tire structure of the Dominion Royal Cord Tire. The key principle is the slender cord and the many layers or plies; thus the enormous strength to the structure and the heavier side walls make practical immunity from blow-out, puncture and the bruise.



Why "Royal Cord"?

BECAUSE — "Royal Cords" make possible Lower Gas Consumption, more miles per gallon than the same car can get on fabric tires. This saving alone pays the difference in cost, within the life of an ordinary set of tires.

BECAUSE — "Royal Cords" afford More Mileage than is possible from fabric tires. The carcass of the "Royal Cord," as well as the tread, absorbs the road shocks, and the carcass, in absorbing these road shocks, relieves the tread of a portion of its strain, giving longer life to the tread than is possible in fabric tires.

BECAUSE — "Royal Cords" are Non-Skid, and are so designed to be equally desirable for all four wheels, and their construction reduces side-slipping without impairing the ease in steering.

BECAUSE — "Royal Cords" eliminate Interior Friction. There's no chance for friction in them.

In "Royal Cords" each individual cord is coated with rubber, which prevents the parallel cords from rubbing each other. And a layer of live, stretchable rubber separates each of the transverse layers of cords, preventing any friction there. No internal friction means Longer Life to the Tire.

BECAUSE — Lower Air Pressure is possible, and this means more comfort and easier riding.

Dominion Tires, Inner Tubes and Accessories are distributed through Dominion Rubber System Branches and sold by the Best Dealers throughout Canada.

Dominion Tire Accessories

include everything you need to close a hole, plug up a bruise, or heal a cut in your tire. These helps will make your tires last longer. Carry a supply in your car.

Dominion Inner Tubes

fit all Dominion Tires and ensure perfectly balanced tires. To add comfort to your car and mileage to your tires, always insist on having Dominion Inner Tubes.



INCREASE IN PRODUCTION WILL LOWER PRICES

(Montreal Gazette.)
To the question "When will prices fall?" anxiously asked by all sorts and conditions of people, there is only one rational answer: when production increases. This will apparently be a slow process. The tendency is not encouraging. If high prices normally operate to stimulate production, the normality may be interrupted by excessive cost, and that is what happens, in measure. Rural population does not increase. Men drawn

from the plough to wage war have not in full number resumed tillage. They have acquired a new outlook, a different temperament, and have in many instances yielded to the lure of the city. Labor demands constantly more wage to square the higher cost of living, and the cost of living ascends with each new increase in wages. No one is immune from the movement; and the upward trend is accelerated by those who conceive ignorantly that the only remedy for high prices of commodities is a corresponding increase in wages or earnings. There is scant prospect of a reaction during the present year. Strikes are still widespread. Coal, upon the cost of which hinges the prices of numerous products, has risen again from an increase of 26 per cent. in miners' wages in the United States. Transportation rates are on the eve of another advance in order to meet a higher wage scale; and so the circle widens. It awaits nothing to say, in the language of the New York Times, that if only wage earners could be educated into perception that the wage payers are only collectors of wages from the ultimate consumer, they would

see that the increase of costs reacts against wage earners to a greater degree than any others. Wage earners are ultimate consumers to the extent of seven-eighths or nine-tenths of all products of ordinary living. The very rich are the least sufferers from the cost of living, because the total of what they spend on both necessities and luxuries is small in comparison with the total of what wage earners spend. But labor cannot see that, because it thinks that capital pays wage increases out of itself. There is not enough capital to do it, and, if there were, it would be consumed and soon no capital would be left to employ labor. All this is doubtless true, but the philosophy does not put bread in the mouths of the worker's family, who are more concerned about their daily wants than the principles of political economy. Increased production is the only solvent. When the cost gives forth its increase more abundantly, prices of foodstuffs will fall, and when prices of foodstuffs decline those of all commodities, including labor, will follow in the wake. More production until supply overtakes demand, more production

until a surplus operates upon prices, that is the way of escape, and there is no other. A commercial crisis of worldwide dimension might, indeed, precipitate a crash in which prices would tumble, but that means the least to be desired and the last to be sought, since great misery and distress would supervene. The course is still upward; there may be higher peaks to reach; reaction is yet in the future. Bountiful harvests in the approaching months would relieve the situation; but should production and distribution in greater volume fall, there seems no other relief until high prices have spent their course in exhaustion of credit, unemployment becomes acute, and the pressure of necessity compels economy.

Hard, Soft, or Bleeding?
No matter what kind or where located, any corn is promptly cured by Putnam's Corn Extractor, being purely vegetable it causes no pain. Guarantee with every bottle of "Putnam's" use no other, 25c at all dealers.

PYTHIANS GREET THEIR CHIEF

(Montreal Herald, Saturday.)

Supreme Chancellor Charles S. Davis, of Denver, Colorado, head of the Order of Knights of Pythias, visited the members of this Grand Domain on Wednesday evening, April 5, and was greeted by the largest gathering of Pythians held in this city for years. Grand Chancellor T. H. Skelcher and his staff accompanied the supreme chancellor. The meeting was held in Waverley Hall, with Syracuse Lodge, the distinguished visitors being received and welcomed by Chancellor Commander Dr. Pearson. The attendance included delegations from each of the lodges, with the chancellor commanders in charge. A class of 27 candidates provided by Syracuse Lodge, was initiated, a team composed of Past Grand Chancellors of the Domain being in charge of the initiatory ceremonies under the direction of Supreme Representative Cairns. The address of Supreme Chancellor Davis was a plain talk on Pythianism,

and for more than an hour he told of the work which had been accomplished since the war ended. For the year 1919 there was a net gain in membership of more than 80,000 and the progress is still unchecked. Bro. Davis is personally visiting each of the grand lodges of the Supreme Domain and will report to the Supreme Lodge Convention—which will be held in Minneapolis in August—the greatest increase in membership the order has known. Some interesting statistics mentioned gave the membership as over 800,000.

The supreme chancellor went to Quebec on Friday morning and will visit Sherbrooke on Monday, going thence to St. John and Halifax.

The regular monthly meeting of the Young Women's Hebrew Association was held in the rooms of the Y.M.H.A. Horsfield street, on Monday evening with Mrs. L. Isaacs, president, in the chair. An address by Dr. Abramson on the subject of "Public Health" was thoroughly enjoyed by all present. Mrs. A. S. Hart tendered a vote of thanks to Dr. Abramson for his able address.