

The Evening Star

PAGES NINE TO SIXTEEN

ST. JOHN, N. B., SATURDAY, DECEMBER 16, 1922

SIXTEEN PAGES

SEE NO GERMAN LOAN LIKELY AT PRESENT TIME

Rumor Far Ahead of Fact, Say London Experts

Must be Greater Confidence in Germany Than Now—London Comment on Conditions of Great Britain's Debt to the U. S.

(Canadian Press) London, Dec. 15.—The diplomatic and financial experts of the London morning newspapers are of the general opinion that the rumor of a U. S. or international loan to Germany runs far ahead of the fact.

Reports of possible financial assistance to the Germans, together with the attitude taken yesterday in Washington next week, and intimations that the Harding administration is disposed to exert a helpful influence in European affairs, attract wide attention here and Washington and New York dispatches bearing on these questions fill the chief columns of the press.

The experts, in viewing the suggestion of a loan with considerable skepticism, reflect the attitude taken yesterday in responsible circles in the money market.

The Morning Post's financial editor writes that financial quarters consider it unlikely that confidence in Germany will be sufficiently restored to render an international loan to that country at all probable for some time to come, although some day, under favorable conditions, it will be possible.

Rationally emphatic doubts are expressed by several other newspapers, although it is clear that the opinions of their experts are not necessarily based on suspicion of Germany.

The Daily Telegraph's diplomatic correspondent writes that one of the conditions precedent to any loan to Germany must be the scaling down of the German indemnity. None of the newspapers discuss the question editorially.

U. S. and British Debt. London, Dec. 16.—Commenting editorially on the mission of Stanley Baldwin, Chancellor of the Exchequer, to the U. S., the Daily Mail insists that his discussions with the U. S. authorities on the debt question must be free from sentiment.

"We cannot be sentimental towards others," the newspapers say, "when our own standard of living for a generation and our future existence as a trading nation are at stake. If we are to make fresh concessions we must receive some consideration."

Arguing that Great Britain's debt to the U. S. was incurred in behalf of the British allies, the newspaper continues: "It can be paid provided the conditions are strictly just, although it can be paid only with extreme difficulty and with a lasting strain on this country. It seems to the British people that interest at four and one-half per cent, which has been proposed in America, is altogether too high, as British credit is unimpeachable. How can we pay if the new U. S. tariff renders imports from our manufacturers impossible?"

DIVIDENDS (McDougall & Cowan, private wire). New York, Dec. 15.—Pan-American Petroleum and Transport Co. declared stock dividend of 20 per cent on both common and Class B stocks. Mexican Petroleum declared quarterly dividend of \$4 on common stock. This is an increase of 81 per cent over previous quarter's rate of quarterly.

Premier Poincare gave a vote of confidence, 512 to 76 in the Chamber of Deputies today.

Clayton Co. Undertakers and Embalmers. Successors to M. H. Powers. We are always open. 31 Princess St. Phone M. 718

Notices of Births, Marriages and Deaths, 50 cents

BIRTHS. NASON—Born on Friday, Dec. 15, 1922, to Mr. and Mrs. G. C. Nason, 78 Kennedy street, St. John, N. B., a son—Grove Cleveland, Jr.

DEATHS. THOMAS—At Barrington Park, N. S., on December 14, 1922, Richard Thomas, leaving his wife, two sons and three daughters.

IN MEMORIAM. PROPITT—In loving memory of Charles Propitt, who departed this life on December 14, 1917. One that will not be forgotten.

CARD OF THANKS. Mr. Robert Adamson and family wish to thank their many friends for kindness and sympathy shown them in their late bereavement.

LOCAL NEWS

Band tonight at Arena. Ladies' felt cosy corner slippers in black, brown, red and grey. Mostly samples. Size 3, 4 and 5. Regular price \$1.50, for 75c—Levin's, 20 King st.

Commencing Tuesday the Manchester, Robertson, Allison Limited stores will be open every evening until Christmas. 12-19

Band tonight at Arena. Waterman's fountain pens at Hawker's Drug Store, 523 Main street. 12-23

WHY NOT HERE? Frederick is to have a community Christmas tree.

NOTICE OF MEETING. Members of King Edward Lodge, P. O. A. B. A., No. 30. All members are requested to be present at special meeting, Monday evening, 18th, for the election of officers. By order of Worthy Master, C. Price.

Studio! Regular dance tonight "Studio".

Ungar's Laundry, Ltd. has installed an up-to-date ironing machine, with a board mending all socks and stockings, table linens, etc. Sewing on all buttons free of charge—Phone Main 58.

Buy your Xmas/Victor Records at Hawker's Drug Store, 523 Main street. 12-23

NOTICE. Interested citizens are requested to attend a general meeting of St. John War Memorial Committee, Monday evening, December 18, eight o'clock, Board of Trade room. Reports of design committee will be received and acted upon. This is the only notice that members of the general committee will receive. 6020-12-18

Loyalist Temple, No. 13, Pythian Sisters, hold their regular meeting, Monday evening, 18th—initiation. Full attendance requested.

BASKETBALL TONIGHT. Y. M. C. A. floor, Trojans vs. St. Stephen. Tickets 25c, 50c, 75c. Good seats left. Game starts at 8:45 sharp.

Band tonight at Arena. MILLAN'S STORE will be open every evening until Christmas.

Fresh mined American Chestnut Coal for feeders. Gibbon & Co., Ltd., phone Main 2638. 12-20

Band tonight at Arena. Have your arena season ticket for the New Arena at Phonograph Salon, Ltd., 23 King Square, and Arena, Main Street. 12-20

OPPORTUNITIES FOR XMAS GIFTS. Our Xmas china and glass display offers excellent opportunities to make selections of Xmas gifts a pleasure.

An appreciated gift can easily be made from our numerous stock patterns in French, English and Japanese china, also English semi porcelain dinnerware, or special lines of Paragon china cups and saucers and cake plates.

Cut glass and silverware are shown in new and attractive pieces. Special tables are arranged with an extensive assortment of china, glassware, etc., each article being boxed at prices ranging from \$1.25 to \$5.

Let us make your Xmas gift selection an easy one—O. H. Warwick Co., Ltd., 29 King street.

THE NEW BRUNSWICK PROTESTANT ORPHANS' HOME. The following contributions received since Nov. 24th, are thankfully acknowledged by the trustees: H. Rinklin—Grand Orange Lodge of N. B., \$200.00; Women's Institute (City), \$15.00; Wiggins L. O. L. No. 14, \$20.00; Grand Orange Lodge No. 37, A. F. A. M. Pelletier, \$26.85; Pythian Sisters, Moulton Temple, No. 14, \$10.00; St. Stephen's, \$10.00; St. Andrew's, \$10.00; Sewing Circle, Collin L. O. B. A., No. 36, \$6.00; from Estate of Mrs. J. J. McArthur, \$25.00; from the following Methodist churches: Bolstown Circuit, \$22.75; Centreville Church, \$8.20; Keswold, N. B., \$16.50; St. Andrew's, \$14.75; Silver Falls Circuit, \$84.00; Oak Bay, \$2.25; Also from the following churches: St. Martin's, \$6.50; St. Luke's, (additional), \$6.85.

Also the following Presbyterian churches: St. Luke's, (Bathurst), \$75.00; Chapman, N. B., \$13.15; St. David's (City), \$97.97; St. Andrew's (City), \$77.20; Rochesay, N. B., \$18.00; St. Andrew's, Hammond River, \$12.25; Also, Miss Mabel G. Barbour, W. S. Fisher, Mrs. H. N. Stetson, \$26.00; Mrs. J. H. Stetson, \$21.00; Joshua Starke, Maritime Rug Co., Miss M. C. Seeds, J. R. Vaughan, H. A. Powell, Mr. and Mrs. T. E. G. Armstrong, Dr. Win. Waples, \$10.00 each; Women's Institute, (Chance Harbor), H. C. Lawton, Mrs. D. W. Newcomb, Mrs. Geo. H. Cochran (Bloomfield), Mrs. F. P. Elkin, Mrs. F. A. Ferris (South Bay), Mrs. J. L. McAvity, Judge Armstrong, Capt. C. E. Elkin, J. Cecil Mitchell, "Friend", \$5.00 each; Dr. Jas. Manning, \$4.00; Mrs. Wm. Lee, \$3.00; N. P. W. Barton, Mrs. Kent Scovill, John P. Ballock, Dr. Heine, "Friend", Lady Barker, \$2.00 each; Mrs. Jas. Manning, J. D. Williams, Dr. W. P. Bonnell, Miss Winifred Barker, \$1.00 each; Special for Children's Xmas, John Russell, Jos. Allison, \$25.00 each; E. A. Goodwin, \$10.00; W. C. Allison, W. S. Allison, \$5.00 each; Miss E. M. Goodwin, \$3.00; Mrs. J. H. Stetson, \$2.00; Market, \$2.00; From Hampton church per Dr. Banerman, Treas., \$2.40.

PRODUCE PRICES. Harland Observer: Today the price of potatoes is quoted at 90c; hay, 85c; oats, 45c; beans, \$4.00 to \$4.50; tuck wheat meal \$2.50; pork, 14c; beef, 7c; chickens 15 to 20c; geese, 90 to 85c; ducks, 25 to 30c; turkeys, 45 to 50c; butter, 22 to 26c.

Wants Hydro From The Tusket River

(Yarmouth Times.) The rights of our coal have been given to capitalists, and now it costs so much money as to be beyond the reach of the poor man. The oil business is also controlled by monopolists, who make their thousands per cent profit out of the public. Our only possible chance of obtaining these necessities at a reasonable cost lies in the development of our water powers, most of which are as yet owned by the public. It is up to them to see that no scheme is allowed to put us in the same position as is the City of Halifax, where their water power, after having been developed, is given into the hands of private corporations, who sell it back to the public with a profit of 800 per cent.

It is not a question of "do we want hydro?" We not only want hydro, but we want it at the minimum cost of production for the consumer. We already have hydro in small quantities, but at high prices, and have had enough at present cost. The profit that immense masses can be made from the hydro-electric development is that the profits made by the Yarmouth Light & Power Company were more than \$38,000 per year after paying expenses and interest.

The Nova Scotia Powers Commission was created by Chapter 6 of the Statutes of Nova Scotia of 1919, and was granted full power to acquire by purchase, lease or otherwise, or with the consent of the owner thereof, or of any person interested therein, enter upon, take possession of, expropriate and use; and material adapted for the generation of electrical energy.

It is provided that, before the government can expropriate property for any development, it is necessary to have a plan of development, and a request for a right of way, and a contract or agreement entered into by which said town or municipality should take sufficient control to pay for the interest on the development and provide a sinking fund to repay the amount of the loan, as well as a sum sufficient to keep up the plant. This is the psychological time to protect ourselves, and before making application and granting the Commission the right to exploit all the country-side from Harrington to Middleton.

The Times is repeatedly asked which proposition it favors. Our answer is that we do not wish to submit to the terms charged and service given by the Yarmouth Light & Power Company; that we do not wish to develop the Tusket River and the Public Great Lakes, which government engineers have told us can develop 6,000 h. p. which will give 35,420,000 k. w. h. Why should we go to Bear River to spend \$1,000,000 to develop less than 10,000,000 k. w. h., when we have 30,000,000 k. w. h. available within at most two night miles, all in our own country?

Our opinion is that we need only at the present time a development of 5,000 h. p., and that this development can be made at either Tusket or Public for less than one-third of the development at Bear River. Where there is only one-third the expenditure, it would reduce the cost per k. w. h. to less than one-third of the cost at Bear River. It is only one-third the expenditure, it would reduce the cost per k. w. h. to less than one-third of the cost at Bear River. It is only one-third the expenditure, it would reduce the cost per k. w. h. to less than one-third of the cost at Bear River.

Mr. Smith, and that the development should be made in six months, instead of eighteen months, as has been proposed by the larger undertaking.

THIS BIRD WAS SLICK, BUT HE LANDED IN CAGE

Effective Work Done by St. Stephen Police This Week (St. Croix Courier.) While Donald McGeechay, his mother and sister were at church Sunday evening somebody unlocked the front door, snatched the house and got away with \$75 in cash, two gold watches, four gold rings, a revolver and some other articles.

When the alarm was discovered, it looked like the work of somebody who knew the premises, for there was evidence of about every room having been ransacked and every small article of value lifted.

When the case was reported to the police, Sandy Cleghorn, the night man, commenced to do some thinking and suspicion with him fell on a young man who had dined in a few of the places, from Halifax and had been given a night's lodging in the lockup. He represented himself as a returned convict, and wore the soldiers' service button, but real returned men found him unable to tell of any unit he had served in.

Sandy secured him a job with O. McBride on his farm just outside of town on Monday night. A few days later the chap returned to Sandy with a tale of having no clothes and a request that the policeman give him an old suit down at the lockup, while a free lodger.

Sandy found these to be the plans of one of the men about the place, and, of course, could not dispose of them. Then he informed the stranger that there was an old suit down at the C. P. R. station which he agreed would probably give him if the agent would accept it. The man, who had been in the lockup, took the suit and left.

The policeman and Marshall Hill talked these matters over and concluded that it would be worth while to watch this bird.

Tuesday, he was seen to come from a salaried with a new suit case, a new hat and a new pair of shoes. A telephone call to Mr. McBride revealed that Mr. Stranger was only known to have \$2 on him when he left there in the morning, and further that he had been absent from the farm-house Sunday evening between six and nine o'clock.

The scent was getting strong and it was learned that, in a payment for his purchases in the morning, he had tendered a \$20 American bill, and one of that description was among the funds taken from the McGeechay home. Then it was learned that at the C. P. R. station he had just bought a ticket for Halifax.

Hill and Cleghorn secured an auto and burnt the road a bit between town and Moore's Mills. On the night train going out, Cleghorn found the bird hiding in the water closet. He had boarded the train at Maxwell Crossing.

Sandy placed him under arrest and started down the side with his hand grasping his shoulder. Just for a moment he released "a grip to pick up the overcoat and suit case, but cool old birds act quickly and in that brief moment the young man bolted through the door and disappeared.

Sandy also did some bolting and hot pursuit was on up the track, but between some piles of lumber, and finally a headlong dive over a wire fence, the policeman repeating, "Now Sandy keeps in trim for running by some practice at night when the streets are vacated and he soon had the bird in hand once more.

Marshall Hill caught up and applied the handcuffs.

Sandy had seen the stranger through some article away and, after some searching by aid of a lantern supplied by E. McLaughlin, two of the stolen watches and one of the rings were recovered.

The thief was brought to town, where search revealed the stolen revolver, another revolver fully loaded, and a pocketful of skeleton keys.

SUSSEX PLANT NEARLY READY

Hydro Distribution Expected to be in Order When Current Turned on Trunk Line. (Sussex Record.) While Sussex will not have Hydro Electric from the present outlook, to light the way for Santa Claus, it will be lighted by a short time and should be on hand closely following the New Year.

It may be a really treat the while that is a possibility, it does not look like a probability. However, the other view is that the power or the other will not make any material difference.

The town of Sussex distribution plant is well under way. The pole are up, wiring completed, and the standards for street lighting lamps in position. The sub-station which is being built on the Fred Morrison property, corner of Main street and Floral avenue, by Contractor Heber Cripps, is nearing completion.

Every effort is being made to rush the completion of the plant. The work being carried on by double shifts.

Bruswick having embarked upon a programme of hydro-electric development, information as to what is being done along the same line in other countries should be of interest. There can be no question of the need of hydro-electric development in this country with industrial pretensions is harnessing its water powers—glean insignificant streams.

Italy has been generally regarded as a country unfitted for industrial undertakings on a large scale. Its fuel resources are limited; before it could be developed, it would require to produce power for industries had to be imported. In 1914 it imported about 12,000,000 tons of coal.

It is noted that the principal hydro-electric developments are in the north of Italy, in Piedmont, Lombardy and Venetia. It is presently estimated that the great proportion of manufacturing industries are located in the southern part of Italy.

The southern part of Italy makes a very interesting study. It would be well to emphasize the significance of this; everybody knows that the industrial preponderance of Italy is in the north, and has been largely connected with hydro-electric development, in one case by the public powers, and in the other by private enterprise.

New Brunswick possesses a great number of small water powers, as well as some important ones. They can be utilized by industry they might supply motive power for the railways.

The Italian Government has been studying the possibilities of the electrification of railways, and expects to electrify some 300 kilometers per year.

Italy's extensive hydro-electric programme is correlated with important irrigation and navigation schemes.

A LOUD GROWL (Galt Reporter.) So seriously is the Canadian Manufacturers' Association concerned over the matter of taxation in this country, federal, provincial and municipal, that they have constituted one of the most important topics for discussion at the next annual meeting of the organization.

The consensus of opinion among the manufacturers is that taxation has reached a stage where it is retarding business development.

The writer points out that the medical episode as an assistance to the working out of the plot is often well employed by the experienced novelist.

It is recognized that the government must have revenue, but it is argued that a very short-sighted and destructive policy has been pursued.

Government has become expensive away beyond their worth and the policy has been to arrange the budget regardless of business considerations, then proceed to squeeze the requirements out of the taxpayers.

The burden has therefore become decidedly heavy in the province and municipal lighting all hits in the same place. Identical plans have been followed by all three and in about the same proportion, so that the average business man with a modern home knows he is going to be hit about three times.

The only solution to this is that governments must get down to business. They must put an end to the wasteful and unnecessary expenditures by pursuing policies based upon good business experience. They must cut out the deadwood among employees and insist that civil servants work the same hours and under the same conditions that prevail in well-managed private concerns.

For such services, substantial salaries should be paid. The country will support such a move.

That people have become quite restless in their minds, and that conditions is indicated in the results of the elections in the United States, in Great Britain, in Italy, Greece, Germany and other countries where existing policy has been put to electoral test.

The voice of the populace may be set only vague, but it is to the effect that there must be more economy in administration. A few years ago the taxation in Canada was so light that nobody worried about it. It is different today and aspirants for political honors in future must show some ability toward the art of reducing expenses.

If they cannot do that they are not worth voting for no matter what the applause of their candidature.

THE LAUSANNE FRONT

British Manufacturers Said to Have Lost Opportunities Which Were Grasped by Americans.

London, Nov. 30.—(Associated Press, by Mail)—Brazil has been overlooked by the British manufacturer, according to Sir John E. Thornycroft, and the American manufacturer, which exports in that South American republic.

Sir John has just returned from a trip to Brazil, and speaks glowingly of the latest possibilities of the country. "Brazil is virtually as large as Europe, and yet there are only about 15 or 16 millions of inhabitants. There is an enormous wealth in natural resources, and there are vast areas in Southern Brazil suitable for stock-raising, where the climatic conditions are good for Europeans, and which the Americans are exploiting before the war. Then again, the extent of Brazil's mineral wealth is often entirely overlooked at home. It has probably the richest iron deposits in the world, besides diamonds and other precious stones, which are by no means worked out."

Sir John expressed the opinion that the manufacturing and engineering industries of Great Britain are doomed unless we can get some sort of protection for our home markets, and especially for the exchange of goods with the United States.

Great Britain lost ground, Sir John holds, by not sending a naval mission to Brazil at the end of the war, Americans, on the other hand, took the opportunity to push forward and are now firmly established as Brazil's naval advisers, with a large staff of American officers.

Flying of the Future Thing of Many Marvels

Machines of Steel, Using Crude Oil, at Height of 40,000 Feet. 500 MILES AN HOUR. Air Currents at Lofty Altitudes Blowing 200 Miles will Make Atlantic Passage a Simple Feat.

(By H. S. Murton, Staff Correspondent for The Toronto Telegram, London, Dec. 1.—The Royal Aero Club, in Clifford street, is still going strong in London, and it is there more than anywhere else that one can meet old flying friends and come up to date in all the latest developments in flying.

Encouragement that it has in France, in Canada, is the most earnest of commercial aviation immediately following the war has long since subsided. There are in England only about one-third the number of machines licensed in 1922 that there were in 1920. And as civil machines are readily convertible into military bomb-carrying machines, many people view with alarm the great superiority of France and Germany in this respect.

It cannot be said that civilian aviation has failed altogether. But it has not been so successful as it might have been for short distances. The allurement of a one hour saved in a cross-Channel flight has not been sufficient to attract enough traffic in express mail, or business men in a hurry to cover the high costs of maintenance. The comparative routes have in consequence been taken off, by agreement of rival companies, and only one company, the Trans-Atlantic route has not yet been given up on the Continent. Air soundings at 40,000 feet have shown that there is a vast Trade Wind of about 200 miles an hour moving regularly from North America to Europe and returning from North America to South America. That is one reason why high altitude flying. With a 200-mile an hour wind added to the speed of a machine, the Atlantic will be easily crossed by air service.

Another improvement likely to be tested early next year is the installation of a crude-oil burning engine in place of the gasoline internal combustion engine. The well-known engine workers are working with the experimental branch of the Air Ministry on a machine of this type, a six cylinder engine for airplanes. If successful, the cost of fuel will be reduced to one-fifth, and as petrol is the heaviest item in the bill of lading, the change will be revolutionary. The use of steel in planes throughout makes this the installation of a crude-oil burning engine in place of the gasoline internal combustion engine. The well-known engine workers are working with the experimental branch of the Air Ministry on a machine of this type, a six cylinder engine for airplanes. If successful, the cost of fuel will be reduced to one-fifth, and as petrol is the heaviest item in the bill of lading, the change will be revolutionary.

These are only a few of the inventions in the airplane world. The motorless flying or gliding is a separate field of itself, and is being actively pursued by the French carried out successfully the launching, direction in the air and landing of an airplane without a pilot by the employment of Hertzian rays. The machine was in the air for thirty minutes, at times out of sight in the mist, but under control at all times of an operator sitting in a closed office. That must surely give appreciation for the future.

But if the short trips have been discouraged, there are signs that the long-distance flying in Europe are picking up every week. The long-distance high-powered express has a chance to show its time-saving efficiency in flights from Paris to Constantinople, Berlin to Moscow, or Rome to Stockholm. France, Germany, Italy and Austria have been these main airways with transfers from one to the other, so that any city of importance can be reached in a remarkably short time. Days are transformed into hours, so that there is an appeal to business men. Commercially, it is a matter of course that those whose business takes them frequently to and fro, say from Hamburg to Berlin or Vienna.

Speedy Machines. These huge passenger buses are fitted up with wonderful comfort and luxury. They are specially built for their work, not like the converted machines employed directly after the war. But even the present types are nothing compared to the designs which these companies have for the future. Everyone is familiar with the vast strides made in flying during the war. It is necessary to bear this in mind, or else the plans of the designers at present seem like ravings.

Speed of 500 Miles an Hour. For instance, air soundings have been taken and inventions made which cause inventors to visualize the future passenger express as a huge saloon machine tearing through the air at 500 miles an hour at heights five, six and seven miles above the earth. Even at the present time designs are laid for cargo-winged ships-of-airplane type, not airship—weighing as much as 150 tons net. The present air-taxi four or five seats, in use on the Continent at fifty cents per mile approximately, will be dwarfed by these super machines.

Steel Construction. It is necessary to mention some of the improvements in flying since the war, so that the practicability of these plans may be realized. The first great step, in which the Germans, by the way, have taken the lead, is the use of steel instead of wood for spars, struts, longerons, etc. The Germans have two main all-steel airplanes, the Junker, named after its designer, and the Heinkel, and he would not have it dispensed.

SAYS BRAZIL IS OVERLOOKED

British Manufacturers Said to Have Lost Opportunities Which Were Grasped by Americans.

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PERSONALS

William Webber, agent at Atlantic ports for the Canadian Pacific Steamships, Ltd., returned this morning from Montreal.

Jack F. Creary, 26 Clarence street, was operated on at an early hour this morning in the General Public Hospital. He is resting as easily as can be expected.

Captain Walsh, manager of the Canadian Pacific Steamships, Ltd., arrived in the city today. He expects to return to Montreal tomorrow.

OPINIONS ON STOCK MARKET

(McDougall & Cowan, private wire) New York, Dec. 16.—Hornblower and Weeks: "Distribution is being attempted in the main body of stocks but this is getting on interest is keeping alive by means of special operations in specialties."

Each: "Do not consider the risk of buying stocks here, commensurate with any small profits still left on the bull side."

Clark Childs: "It looks like a Morgan market."

Block Malony: "It now appears that active steps are being taken to get relief to Germany and this is at the bottom of our markets strength."

DEMAND FOR LATH WOOD.

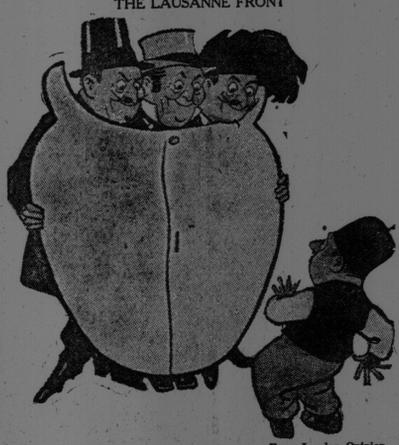
Harland Observer: S. W. Smith and B. J. Bell have their lath mill at Florenceville practically ready to start. They are buying lath wood and logs both in short and long lengths, and paying attractive prices for prompt delivery. They will buy all they can get all winter. Many farmers living eight and ten miles away have contracted for considerable quantities. This will be a great help to the community, as it will bring in a lot of cash at this time when it is so much needed.

DR. J. D. MACKENZIE, N. S. GEOLOGIST, DEAD

Ottawa, Dec. 16.—On Friday at the D. S. C. R. Hospital at St. Anne de Bellevue, Dr. J. D. Mackenzie, geologist in the Geological Survey passed away. He was a native of Nova Scotia. He was a member of the Geological Survey in 1920 and since had been stationed at Vancouver. His home is in Nova Scotia.

WINS NOBEL PEACE PRIZE.

Dr. Nansen, famous explorer, who has been awarded the Nobel peace prize as a reward for the relief work he has carried on in Russia.



From London Opinion.