

MORNING WAR SUMMARY

London, Aug. 30, 9:50 p. m.—While the reports from the eastern war theatre, extending the region from Courland to Southern Galicia, indicate that the Germans and Austrians are still pressing the Russians hard in combat, or tentatively following them in retreat, military observers here are hoping that the approaching equinoctial season will limit the further forward movement of the Teutons, and force them to content with the fruits of their past successes as the winter season falls upon them.

Both Berlin and Vienna lay emphasis on the statement that Field Marshal Von Hindenburg's forces along the Dvina river, in Courland, have renewed their activities, which were brought to a sudden halt recently with the success of the Russians in holding Riga as a menace to Von Hindenburg's rear. In Southwestern Russia, in the Best-Litovsk region, the Austrians and Germans are chiefly concerned in driving Grand Duke Nicholas' armies further into the Pripiet marshes evidently with the purpose of repeating the early success of the Germans in the Mazurian Lake region of East Prussia.

To the northwest, in the sector lying only a short distance to the east of the East Prussian frontier, Berlin reports an advance of the Teutons and the capture of the town of Lipsk, lying just to the west of the fortress of Grodno, upon which the aims of the Germans now are evidently centered.

WILL HISTORY REPEAT ITSELF?

With the opening of the autumn months the military observers are directing attention to the fact that the Russian equinoctial storms are soon due to begin. They assert that they are the danger limit to military operations in the eastern field. It is recalled by some of these observers that the autumnal equinox marked the turning point in the Napoleonic campaign. The first warning was a light snowfall, preceding the equinox, but soon afterwards heavy snows fell and with them came disaster to Napoleon.

Desperate fighting continues in the Dardanelles, in the vicinity of the spot where the British recently made their landing. The Turkish reports claim the recapture by the Ottoman forces of allied trenches with heavy allied casualties. These claims, however, have not been conceded by Great Britain.

The military operations in the western field have been confined to trench fighting. On the Austro-Italian frontier the Italians claim that their forces are slowly advancing northward.

DUMA TO SEND FIVE TO RUSSIAN CABINET

London, Aug. 31, 2:30 a.m.—The engagement of the Russian cabinet by ten members, five of them to be chosen from the Duma and five from the council of the empire, has been tentatively agreed in as a means of making the government more truly representative of the people, according to the Daily Telegraph, Petrograd correspondent.

NEW PLANS TO GET CARS ACROSS

Should Be Running Over Bridge From West Side to C. P. R. Crossing by October 1

(Daily Telegraph)

An inspection of the western approach to the new bridge at the falls was made by Attorney-General J. B. M. Baxter, Manager H. M. Hopper, of the St. John street railway; Provincial Engineer Wetmore and G. G. Murdoch, county engineer, yesterday afternoon, in the matter of facilitating the completion of a through service between the east and west sides of the city.

It was found that the line at the western approach could be extended to the new bridge by cutting away a corner of the southern anchorage of the Suspension bridge at that side. The removal of the corner, it was decided, will not affect the cables which are attached to the anchors there.

This, if carried out, will mean that the cars can cross the new bridge and come as far as the C. P. R. tracks at the end of Douglas avenue. The crossing of the C. P. R. tracks is also being arranged.

"Work will be done right away in the laying out of a bridge service," said Dr. Baxter last night.

"Railway officials said today that the southern line from west to east up the C. P. R. tracks would be in operation on October 1 and that the line across the C. P. R. would be linked as soon as the question of the diamond at the railway tracks was decided.

Engineers representing the provincial government and the railway company will settle the position of the lines today. Manager Hopper, of the street railway, said yesterday that the curved rails for the approaches will be on hand within a fortnight.

The papers having to do with the diamond crossing are expected this week from C. P. R. headquarters at Montreal and the information will be forwarded to the railway commission for approval as soon as possible.

Suspension Bridge Removal.

The announcement was made last night at Fredericton that Joseph McVey & Son had been awarded the contract for removing the old Suspension bridge. The McVey tender is said to be \$2,800. The work of removing the wooden structure must be finished on Nov. 1.

Messrs. McVey are the contractors who erected the approaches to the new bridge and they are now engaged in supplying granite for the new Moncton bridge.

That the contract for the removal of the Suspension bridge has been let will be learned with satisfaction by the large number of residents in the city and county who are interested and concerned in the matter of a rapid transit connection over the new steel structure at the falls.

THREE CONFIDENCE MEN SECURE \$140

Boston, Aug. 31.—Three confidence men obtained \$140 from Andy Mody, a 22-year-old man, Roxbury, by pretending to furnish him with a job as manager of a South End hotel. The men traveled about the city in an automobile and his number was obtained by the police. Three times during the night the police held up the automobile, but the confidence men were not in it. The chauffeur explained that they hired him for the job and then left without giving him any idea as to their identity.

The police have learned that the confidence men called at the victim's home and told him about the job they had for him and then induced him to meet them at the hotel where he was introduced to two men who posed as the owners of the hotel. They told the victim that he must deposit \$140 as security for his honesty.

They then got into a taxicab and went with Mody to the First Central Savings Bank where the victim drew the money from the bank. In the street the money was passed to the confidence men and then all drove back to the hotel. Mody, who was then told he was in charge of the hotel. He hung up his hat and started in to boss the employees but about that time the real owner appeared and ordered him into the street. The three confidence men, however, had made their escape with the money before this happened.

The victim then told his story to the wince at the East Dedham street station.

HIS ENVY IS FOR THE MAN WHO VOLUNTEERS

Mr. Adams Points Out What The Stay-at-Homes Miss — Town Planning For Belgium

A new conception of the sacrifice involved in the war was given the members of the Rotary Club at their luncheon at Bond's yesterday, by Thomas D. Adams, the town planning expert. Instead of it being the man who went to the front who made the real sacrifice, he thought it was the man who refused to go who made the real sacrifice as the man at the front was getting the most out of life. He told in touching words of the man who, as told already in The Telegraph, had been released from prison to enlist, and had won distinction and a commission. This man, he said, is not making a sacrifice at the front and if his name should be on the roll of

honor it will bring tears of joy not of sorrow to his mother's eyes.

Passing on, Mr. Adams referred to the relation of town planning to the war, especially in regard to the rehabilitation of Belgium. He said that the Commission of Conservation of Canada was being copied by a similar body proposed for Belgium, but there would also be a committee of restoration.

Mr. Adams thought that town planning had already had the effect of sending to the war a better and healthier body of men who had been brought up through better housing brought about by the local government board in Great Britain. He spoke also of the German methods of town planning, and said they would only need to copy German strength, for while Germany placed great stress on the intellectual of her people she missed the humanitarian aspect of life and it was notorious that she had failed to originate anything of value, and was the copyist of other nations.

Captain H. H. Smith, a former resident of the city, who has served at the front, who was present, was greeted with ringing cheers, but spoke only briefly. Major Weyman spoke of the life of the 55th battalion at Valenciennes, and said

that they expected to be called across the ocean in about a month. They would want more men even if the 250 men of the second draft were retained as appeared likely now that the battalion was taken, however, they would have to make up the number. Already more recruits were coming in since it had been announced that the battalion was about to sail.

Mayor Frink also spoke, bringing to the club the greetings of the city. He spoke of the importance of town planning in the community life.

THIS DUTY IS EVERY ONE'S

If we cannot always so control our moods as to be really happy, we can at least appear cheerful. This is a duty we owe ourselves and society. It is a sin to go about radiating mental poison, the poison of discouragement, of gloom, the poison of worry and anxiety. It is weak to go about the world wearing mourning in our expression. It is a sin to peddle this gloom, and dependency. We owe it to the world and to ourselves to scatter sunshine, to appear at our best and not at our worst.

The Name "SALADA"

on a sealed aluminum packet is our absolute guarantee that the Tea contained therein is "Pure & Good".

Black, Green or Mixed . . . Steadfastly Refuse Substitutes.

No matter what discouragement or disappointment you may be struggling with, cover it, hide it, bury it. Always wear a cheerful face. Don't hang out the black flag; hoist the bright and cheerful colors. Just say to yourself: Whatever misfortune comes to me it cannot conquer my indomitable spirit. No matter what sorrow may be gnawing at my heart, I will go through the world with a good front, with a cheerful face. No, one shall ever say that I am a pessimist or a weakling; that I have "soured on life."—Christian Herald.



First Quality Car at \$1850

40-Horsepower, 7-Passenger Touring Car, Weight 3075 lbs. Valve-in-Head Motor with Overhead Camshaft

The battle of the giants is on. It is a battle royal for the supremacy of the medium priced motor car field. It is the battle of that type of motor which smashed all speed and endurance records at Indianapolis and Chicago—against old style motors. It is the battle of the principles of construction that went 90 miles an hour, for 500 miles at Indianapolis, and 100 miles an hour for 500 miles at Chicago—against out-dated principles of motor construction. It is the battle of the manufacturer against the middleman, the producer against the assembler, of buying for cash, against buying on time, of new efficiency in methods of manufacture and administration against inexperienced methods. It is the battle of Quality and lower profits against higher profits and lack of quality.

New Motor—New Car—New Price—New Service to Owners

Increased Factory Facilities—Greatly Increased Production for 1916

TWO years ago we saw three things. First was that the tendency of the public demand in both Europe and America was to a compact high speed motor that was more efficient, would get away quicker, run more smoothly, have greater flexibility, show greater economy and last longer under hard service.

Second was that a public temporarily diverted to cars that only looked well and rode nicely for a while, would swing back to demand quality manufacture and the ability to "stay put."

Third was that only those manufacturers who built their own cars in large volume and bought their own materials for spot cash at the advantage of the market could survive.

Motor Designed in Europe

So we sent our engineers to Europe to design a new motor and began to lay our plans for a greatly increased production this season.

We are now building two big new factory additions to handle the work. We added machines that cost \$90,000.00 apiece to do work in our factory in order to give this remarkable quality car to you at \$1850.

Here is the result.

No one dreamed that such a car could be built for \$1850. It is equal to cars that sold for \$4000 three years ago. It isn't a made-over model, reduced in size, or certain things eliminated to fit the price—it is a brand new car, designed specially as a Quality car at a low price.

The Quality Car at Small Profit

We are marketing this QUALITY car on the lowest profit per car in the motor car business.

New Service to Owners

Buying a motor car without a definite guarantee of service is a waste of money. Every Chalmers dealer gives to every buyer of a Chalmers car a definite service plan of 60 days. This service plan of a Service Coupon Book, each coupon being redeemable for a definite amount of work at any Chalmers dealer's anywhere at any time.

The great valve-in-head motor, with overhead camshaft, costs us \$80.00 more to build in our own shops, than the ordinary type of motor can be bought for on the outside, and most of the competitors in our price class are using the ordinary type of motor.

When Chalmers engineers went to Europe to study design two years ago, they found European designers at work on high speed motors of the valve-in-head type with overhead camshaft. European makers had already tried this type out in their racers. They were perfecting it for a road car.

We hoped to be the first in America to adopt this style of motor. But when the war stopped European makers, fate decreed that we should lead the world in the use of the valve-in-head overhead camshaft motor for a stock car.

We were not surprised at the showing at Indianapolis and Chicago, where this type of motor won all honors. We knew a year ago that these results would be achieved.

Speedway Racers All of This Type

We knew that to attain a speed of 90 to 100 miles an hour that the motor would have to be a valve-in-head, overhead camshaft type.

Think of it! 90 miles an hour for 500 miles at Indianapolis and the first four to finish, and eight out of the first ten were valve-in-head motors, with overhead camshafts!

And then the Chicago races at 100 miles an hour for 500 miles—the first three and seven out of the first eleven were of this type!

Some one said a short time ago that people buy motor cars largely on three P's—Price, Power and Performance. You can measure this wonderful Chalmers car, at \$1850, by any one of these three standards. It is right in Price, which indicates finish and wearing qualities.

It is right in Performance, because no car at any price, performs better than this car does.

And it is right in Price. No one in the history of the industry ever approached such quality at such a price before.

Take a Ride in this Car

"Take a ride in this car," and see for yourself if you do not get in this Chalmers type of six-cylinder motor all the smoothness, all of the flexibility, all of the pick-up, and all of the "pep" that is claimed for any other motor built, no matter how many cylinders it may have.

Therefore, we say that all of our strength, all of our organization, all of our money, all of our reputation, are back of these six words: "TAKE A RIDE IN THIS CAR."

Demonstrators are now in the hands of our dealers.

Chalmers Motor Company
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HARDING & CHURCH
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The Chalmers Club

Every Chalmers owner is invited to join the Chalmers Club. Each member receives regularly without charge "The Chalmers Clubman," a magazine devoted to the interests of Chalmers owners. Also a membership card commending the owner to the courtesy of all Chalmers representative everywhere.

RESCUERS TELL OF DROWNING

Question Whether Birmingham Boy Could Have Been Saved is Raised at Inquest—Value of Pulmotor

The incidents of the sad drowning of George Albert Birmingham at Courtenay Bay last Friday were reviewed last night at the inquest being conducted by Coroner W. F. Roberts, M. D. The coroner commended very highly the heroic action of Leo Holland, James O. Nixon and Fred McCann, who attempted a rescue, and said that they were just as deserving of public praise as men who made sacrifices and risked their lives in the war.

Each of the witnesses who testified believed that something more could have been done if the means had been at hand. There was no boat near and no life belt. Dr. D. C. Malcolm, of the hospital, was asked by the coroner regarding the value of the service of a pulmotor. He replied that, while in this particular instance it would have proved futile, he had no doubt it would be of much value in similar cases.

With reference to the drowning it would seem from all the evidence that young Birmingham was in the water some time before assistance arrived. Leo Holland said that, when he arrived, he plunged into the water as soon as the boy was pointed out to him. When he arrived there Fred, McCann and James Nixon were with the boy. He was apparently unconscious and the men were having difficulty in sustaining his weight. Holland relieved them of the burden and swam about ten strokes in the direction of the shore when he sank.

When he came to the surface he asked Nixon to help him, as he was "all in." Nixon then took hold and started for shore, and Holland accompanied him, lifting and pushing the burden from time to time. Several times, Holland said, he shouted for help, but no one came out to assist them. McCann, who followed, continued, Norman Lightford came out and met them. He helped to bring the boy to shore. Nixon and Lightford on the stand practically repeated the same story.

Dr. Malcolm told of the treatment that was administered at the hospital. He said that warm blankets and hot water bottles were placed about the body and for nearly an hour the physicians worked over him in an effort to restore respiration. He said that Dr. J. M. Barry and Dr. J. T. Dunlop, who were at the shore when the body was brought in, felt that life was extinct then, but, nevertheless, they worked over him. On the way to the hospital, Dr. Dunlop continued the effort. Several doctors at the hospital pronounced that the heart had ceased to beat long before attempts at resuscitation were given up.

Mrs. Harry Bartlett and John V. Holland also testified. The latter felt that something more could have been done, and believed that others on shore should have responded to calls for help. He was a witness to the rescue in which his son figured prominently. He thought at one time that the man—who proved to be his son—was going down. He was thrilled, but not for hours afterward did he know who this man really was. The inquiry is being continued this evening at the court house.

but because the money transaction—the passing of the \$140—took place downtown he was sent to the Court square station where the investigation was begun.

TIED NERVES

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50 cents a box, all dealers or Edmunds, Bates & Co. Limited, Toronto.

Dr. Chase's Nerve Food

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