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# RESOLUTIONS OCCUPIED THE ATTENTION OF UNITED FARMERS

## Convention Goes on Record Against Unjust Freight Rates and Against Issuing of Passes—Want Reciprocity With United States and Free Entry of Farm Implements.

Special to The Standard

Fredericton, N. B., Feb. 24—Resolutions occupied the attention of the United Farmers of New Brunswick in convention here this afternoon. Discussion upon them was varied and lengthy. The convention, on motion, decided to pay up the deficit of $1,218.18 by means of a contribution of $25 from each branch by dues of new members.

The convention passed a resolution against unjust freight rates of railways on farm products; against extravagance on the part of the C. N. R. management, and against the issuing of passes except those issued by law.

The convention also passed a resolution that the time had arrived when the tariff on farm implements and machinery should be removed, and that negotiations should be opened with the United States with a view to establishing reciprocal trade arrangements with that country. This resolution was referred back to the resolutions committee for re-wording, but was again presented and passed with form little altered. In discussion on this resolution Judson Corey expressed the opinion that the Canadian farmer was under a tremendous handicap.

J. P. Reilly remarked that unemployment was the product of protection. It had been in effect forty years and this was the result.

C. F. Alward dealt particularly with the reciprocity agreement of 1911, and the reasons why it should have been adopted instead of being defeated.

J. G. Sharp said that the farmer did not want all but enough. Better trade relations with the United States were absolutely necessary. Unless they were brought about the Maritime Provinces would be annexed to the United States.

The convention went on record as opposed to the Public Health Act of New Brunswick.

R. J. Bullock, M. P. P., informed the convention that he intended to press strongly upon the attention of the Provincial Government the feeling against this Act.

The convention also passed a resolution to the effect that an efficient system of compulsory education should take the place of the local option system in vogue; that a more equitable method of school assessment on private lands be devised and that a partial system of consolidation of rural school system be adopted.

Judson Corey said that the cost of education in some rural districts was almost prohibitive. Every dollar's worth of property must pay its share. There were valuable properties in certain counties which never had contributed a cent to schools. A. Chase Fawcett, M. P. P., in the course of his remarks, said he strongly favored the resolution. C. F. Alward emphasized the need of consolidation of poorer districts.

Mrs. Charles J. Roberts, strongly supported compulsory education. It it could not be made effective for a whole year let it be for four or five months.

An amendment to the effect that the assessment be worked out on a provincial basis was withdrawn, after discussion, the opinion being that to attempt too much would endanger everything.

N. W. Brown expressed the opinion that every dollar's worth of land should educate the children. He did not think, however, that property in the cities and towns should be included in the scheme.

## To Free Your Arms of Hair or Fuzz

(Boudoir Beauty)

No toilet table is complete without a small package of delatone for with it hair or fuzz can be quickly banished from the skin. To remove hairs you merely mix into a paste enough of the powder and water to cover the objectionable hairs. This should be left on the skin about 2 minutes, then rubbed off and the skin washed, when it will be found free from hair or blemish. Be sure you get genuine delatone.

## Over Half Million Spent On Streets

### Reports of Road Engineer and Street Superintendent Give Details of Expenditure.

The annual reports of the road engineer and superintendent of streets, submitted to the Common Council yesterday morning by Commissioner Frink, contained very full details of the work done on the streets during the past year.

The report showed that during 1921 the sum of $550,000 had been expended upon the streets in new pavements, sidewalks, retaining walls, cleaning, watering and sanding the thoroughfares. There are now 11.9 miles of asphalt and granite surfaces. New pavement laid during the year amounted to 93,221 square yards at a cost of $96,832.19. This average equals two and one-half miles of pavement laid during the year. Repairs were made to 2,752 yards of asphalt pavement at a cost of $4,846.65.

Ordinary street repairs cost $22,[illegible]11 during the year. The sum of $8,210.26 was spent on surface roads, such as Millidgeville, Sandy Point, Ashburn and Boars Head. On Rockwood Park $4,691.27 was spent, and on retaining walls, $10,780.01. Repairs to retaining walls cost $506.22. It cost $20,[illegible] to operate stone crusher No. 1, and $3,05[illegible] crusher No. 2. Street sign repairs cost $10,[illegible]. The sum of $1,[illegible] was spent in the painting department, and $6,[illegible] spent on public grounds. Plant shrubbery and trees cost $1,[illegible]. Street cleaning, including cleaning, sanding, watering, operation of dumps and snow removal, cost $55,174.65.

## Telephone Employes Have Happy Evening

### Their Annual Masquerade Ball Proved Most Enjoyable Affair—Prize Winners.

A very pleasing function was the annual masquerade ball for the employees of the N. B. Telephone Company, held last night in the company's building on Prince William street. About 175 people attended the affair, attired in costumes, which, for variety and originality, were hard to surpass. Many of the dancers were dressed in such a way as to represent the different phases of the company's business, and the local color added to the evening's programme in this way made a decided hit. In this connection special mention might be made of the set for which the prize was awarded for the best comic costume. It consisted of a suit on the telephone system of station-to-station calls, there being a booth in one side of the hall, designated as the police station, and another a short distance away marked "Union Depot." Between these passes a female police officer paced her beat, and, at intervals, carried supposedly drunken men from the depot to the police station in a wheel barrow.

The judges found great difficulty in awarding the different prizes, as good work all the costumes, but they finally gave their decision in favor of the following: Best costume, "Court Lady," Mrs. F. J. Nisbet; most original costume, "Old Dutch," W. H. Pearce; best comic costume, "Station-to-Station Service," W. O'Brien; comic girls, "Colored Person," N. E. Moore. The costumes which received honorable mention from the judges were "Mother Goose," when to Mrs. C. A. Rae; and "The Tattered Girl," demonstrated by Miss Marion Butler.

The committee responsible for the carrying out of the evening's successful programme included C. A. Rae, chairman; C. Fitzgerald, C. Hodder and the Misses R. Galbraith, E. Waite, Thexton, M. Fraser, F. Brown, F. Wetmore. The chaperones were Mesdames W. R. Peters, S. R. Elliott and J. F. Marshall. The judges of costumes were Mr. and Mrs. B. P. Robinson, Miss Porter, and S. Hoyt.

During the course of the evening, dainty refreshments were served by a committee in charge. The music was furnished by an orchestra, and dancing continued until one o'clock.

## Four-Power Pact Probably Faces Extended Inquiry

### Its Critics Strengthened by President's Refusal of Any Information.

Washington, Feb. 23.—President Harding's refusal to submit to the United States Senate the information demanded in the Hitchcock resolution relative to the negotiation of the four-power Pacific Islands treaty is likely to prove the prelude to an extended investigation in the Foreign Relations Committee before the treaty is permitted to be reported to the Senate. The President's answer declaring that it would not be compatible with the public interest to reveal confidential conversations between the delegates of the four powers has only increased the determination of the Democratic and Republican opponents of the pact to get to the bottom of these conversations.

For the time being the matter will not be pressed, as the seekers after information do not see how they can get anywhere until they have an opportunity to call Charles E. Hughes, Secretary of State, before them. They indicated today that as soon as Secretary Hughes is back from Bermuda he will be requested to appear before the committee to give the members the information sought in the Hitchcock resolution.

### Talk of Secret Diplomacy.

Before leaving for his home in Omaha last night it was indicated that Senator Gilbert M. Hitchcock had some assurance that his Democratic colleagues on the committee would see to it that the treaty would not be permitted to leave the Foreign Relations Committee until the members had been given a glimpse of what happened behind the scenes when the obligations under the four-power pact were under consideration.

"The appearance of Secretary Hughes," said Senator Hitchcock, "is absolutely necessary."

The first effect of the President's refusal was unquestionably to strengthen the hands of the forces on the Foreign Relations Committee that demand that reservations clarifying America's position be attached to the pact. Democratic and Republican critics were clearly disturbed by the fact that this treaty to which they attach perhaps the greatest degree of importance should be sent to them without any information as to what happened when it was in the making. They openly declared that the incident brings the Senate up against "secret diplomacy."

"I did not anticipate there would be anything for the President to send to the Senate on the four-power treaty," said Senator Wm. E. Borah (R.), of Idaho. "I am not disappointed. No written record was ever kept of the vital things of a secret conference and since no written record exists, of course, the President could hardly be expected to send us one. This matter will certainly be debated when the proper time comes."

### Senator Johnson's Views.

"The information regarding the making of the quadruple alliance that supersedes the Anglo-Japanese Alliance," said Senator Hiram Johnson (R.), of California, "is necessary that the Senate may act intelligently on the treaty. It is most unfortunate that it is not forthcoming.

"We have nothing before us but the bare treaty and the brilliant prose poem of Senator Lodge and the general report of the head of the American delegation. Open and simple diplomacy has given us everything dealt with by the conference except the all-important four-power treaty."

Resolutions urging that the treaties agreed on by the Conference on Limitation of Armaments be ratified by the Senate without delay or reservation were adopted yesterday by the governing board of the General Committee on the Limitation of Armament, one of the voluntary bodies that sprang up while the conference was in session. At the meeting of the board the speakers were Edward A. Filene of Boston, Geo. W. Wickersham of New York, and Miss M. Carey Thomas of Bryn Mawr.

The resolutions urge that the treaties be ratified "with the same hearty approval that they have received from the people of the United States and of the world."

## Obituary

D. H. R. Rexborough.

W. C. Dunham, of West St. John, received from Halifax yesterday morning the word of the death of D. Henry R. Rexborough there. He was a son of the late William Rexborough of this city, was formerly employed in the office of the Donaldson Steamship line here, but about two years ago removed to Halifax to accept a responsible position with the Robert Reford Company. He is survived by his wife, who was formerly Miss Frances Price, daughter of the late George Price of West St. John; one daughter, Miss Jeanette, with the C. P. R. in this city, and two sons, Scott and Robert, at home. He also leaves a brother, R. Rexborough, and one sister, Mrs. Geo. Scott, both of West St. John. He was a member of the Atlantic Yacht Club here. The body was brought here from Halifax last evening, and the funeral, will take place from the residence of his father-in-law, 48 Paradise Row, at 2.30.

# ROMA SERVED ITALY WITHOUT ANY MISHAP

## Once Made Passenger Trips Between the Capital and Paris.

New York, Feb. 23.—The greatest disaster in aviation history was the fall of the ZR-2 over Hull, England, on August 21 last, on her final test trip before being accepted by the United States Government for delivery in this country.

Forty-two men were killed, including sixteen of the American officers and crew who were being groomed for the transatlantic flight. Some similarity is seen between the fall of ZR-2 and the disaster at Norfolk, inasmuch as both machines seemed to have buckled first, as though having succumbed to structural weakness and then having caught fire during descent or after landing.

A thorough investigation of the cause of the British disaster was immediately started by the British Air Ministry, but the report has never been made public, although a despatch from London yesterday stated that "sensational disclosures" were about to be made. At the air conference in London on February 7 it was stated that research work in the dirigible field had gone far ahead of practical design, and in the light of what the British experts know now about this character of construction the failure of the ZR-2 could have been foretold.

### Was of Semi-Rigid Design.

The Roma differed from the ZR-2 in that it was of semi-rigid design and was the largest dirigible in the world of this make. It was the product of Italian workmanship and design and was regarded as having been the last word in that type of airship. The Italians have specialized in the semi-rigid dirigibles for many years and were considered to have gone further along the path of progress in this particular field than any other country, as it was found that these machines were eminently suited to the Italian needs during the war, possessing the ability to travel at great heights, although never regarded as a particularly speedy type of ship.

They were used with great success in bombing operations along the Italian front and over the Alps. The purchase of the Roma by the United States Government was looked upon as a military experiment to see if dirigibles of this construction could be adopted to use in this country. Some aeronautical experts have declared that the large proportion of accidents that have attended the lighter than air machines in this country prove that that the static conditions are such as to prevent success in this field, although it has also been pointed out that if the ships are properly "handed"—that is if care is taken to see that electrical currents are reduced to the same potentality—the risk of accident would be lessened.

It has been pointed out also that this type has been successfully flown in Italy for many years with comparatively slight losses and that Italian air experts have become thoroughly familiar with the defects as well as the virtues of the craft, while to American flying men it is more or less in the experimental phase. In Italy, also, there is less likelihood of encountering high winds and static conditions are much less violent.

### Served Italy Several Years.

The Roma was 410 feet long, with a capacity of 1,193,000 cubic feet of hydrogen gas, while the ZR-2 was 756 feet long and had a capacity of 2,750,000 cubic feet. Fully loaded she weighed thirty-eight tons, including gas ballast, fuel and other supplies. She had only recently been equipped with Liberty Motors after the Italian engines failed to give satisfaction during several trial flights. The giant airship was constructed at Ciampino, Italy, under direction of the Engineer Prasone, and Col. Crocco, two of the foremost balloon builders in Italy. She had been in service in Italy for several years, and had made many successful trips with passengers and at one time was housed in a regular passenger service between Rome and Paris.

After assemblage here, however, it became evident that air conditions were very different from those on the Continent and trouble was experienced with the new craft almost from the outset. On December 21 the ship was flown to Bolling Field at Washington and there formally named by Miss Frances Wainwright, daughter of the Assistant Secretary of War. During these ceremonies officers experienced difficulty in keeping the ship on the ground, and the flight from Langley Field proved a most difficult one in the face of a forty-five mile head wind.

The United States Government paid $200,000 for the craft and at the time of the purchase the War Department said it could not be duplicated for $1,250,000. Although it was originally intended to fly the Roma across the Atlantic, this plan was given up and she was dismantled in Italy and the parts shipped away in the hold of a travel caller which landed at the New York Navy Yard last June. The work of assembling the airship began early last fall and by November 15 the ship was ready for her trial flight.

## City Council Deals With Many Matters

### Provincial Gov't Asks for Plans of Overhead Bridge — Commissioner Frink is Critical.

The common council met in committee yesterday morning and several matters of interest were discussed. Commissioner Frink raised an objection to the mayor and Commissioner Bullock attending the citizens' meeting to deal with Harbor Commission Act amendments, in their capacity as members of the council; a communication was received from the Provincial Public Works Department asking for a copy of the plans of the proposed overhead bridge at Douglas Avenue; a request for more sewerage in the Lansdowne Avenue area was received and a sale of some of the city land in Lancaster was recommended by Commissioner Bullock.

The mayor read a letter from Hon. P. J. Veniot, asking for a copy of the plans of the proposed new overhead bridge at the western end of Douglas Avenue and it was recommended that a copy be furnished when it is available. In this connection the mayor reported that this plan was being prepared by the C. P. R. as they were to build the concrete arch.

Commissioner Frink referred to the meeting held Wednesday evening at the Board of Trade rooms to talk over amendments to the Harbor Commission Act and objected to the mayor and Commissioner Bullock attending unless it had been in their capacity as private citizens. The mayor said the amendments would be submitted to the city council for approval.

Commissioner Bullock presented an application from the Maritime Construction Co., for a seven year lease of the "Atkins" factory site, Hill St., Fairville, at $50 per year, with an option of purchase at $1,000. He explained that this area was at present leased to Alexander Fowler and moved this lease be cancelled as he had failed to use the site and it be sold to the Maritime Construction Co. for $1,000. Carried.

Commissioner Jones presented a request from Armstrong and Bruce for information regarding a trunk sewer in Newman Brook, to care for the sewage from Lansdowne Avenue, as they wished to erect several houses in that area. The commissioner reported that the city engineer was working on plans and specifications for this work.

Commissioner Jones presented an offer from a Toronto firm to install a chlorination process here at a cost of $35,000. It was the opinion of the council that we did not need any chlorine at present.

## Funerals

The funeral of Mrs. Mary V. Flower was held yesterday afternoon from her late residence, 23 Milledge avenue, to Cedar Hill. Rev. H. S. Clark conducted service. Relatives acted as pallbearers.

The funeral of Humphrey Carney took place yesterday morning from his late residence, Silver Falls, to Saint Joachim's Church for high mass of requiem by Rev. C. P. Carleton. Interment was in the old Catholic cemetery.

The funeral of George A. Marr was held yesterday afternoon from his late residence, 23 Rock street, to Cedar Hill. Service was conducted by Rev. H. Taylor Makin.

The funeral of Samuel John Ramsay was held yesterday afternoon. A short service was conducted at the home of his parents, 24 Murray street, after which the body was taken to St. Luke's Church for service. Rev. E. P. Wright conducted both services. Interment was in Fernhill. The floral tributes were numerous and beautiful. The funeral was attended by the pupils of the High school and the

### KING'S DAUGHTERS MEET.

At a special meeting of the King's Daughters, held last evening, partial reports were received from the tickets for the "Queen Esther" pageant. The show was a success, but just how big a success financially will not be known for a few days yet, as quite a number of tickets are still out. Plans for a tea and sale to be held some time the middle of March were discussed and the following were appointed a committee to make the necessary arrangements for a "sale": Mrs. R. A. McLaughlin, Mrs. George Petty and Mrs. L. A. McAlpine.


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Mrs. W. W. Pearce, 14 Sutton St., Toronto, Ont., writes:—"I was left with a weak heart and in a run down condition from the 'flu.' My nerves were badly shattered, and I had such pains around my heart I could not sleep much at night. I took several medicines without getting any better. My husband got me to try Gilburn's Heart and Nerve Pills, and at the end of one box I felt relief, and after using six boxes I have been well and can recommend them."

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"SALADA"
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A post card will bring samples. SALADA, MONTREAL.


Tuttle boys. The pallbearers were picked from among the pupils in the school.

The funeral of Mrs. Elizabeth Morrison was held yesterday afternoon from her late residence, 319 Prince Edward street, to the Cathedral for service by Rev. R. McCarthy. Interment was in the new Catholic cemetery.


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