

Mutt and Jeff Organize a Brigade

By "Bud" Fisher



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GRAND UNION GOES

Noted New York Hotel Is One No More

SUBWAY SWALLOWS IT

Is Taken by Public Service Commission and is Valued at \$3,000,000 to \$4,000,000 — Farewell Dinner to Simeon Ford

New York, May 6—The Grand Union Hotel, one of the historic hostelrys of the city and the only one at which Simeon Ford has not been at some time an after-dinner speaker, closed its doors. Simeon Ford never spoke at a banquet there because he has been one of its proprietors since 1888. Mr. Ford's partner of recent years has been G. T. West.

"The shrine of American humor and rice pudding," the hotel was often called, although Mr. Ford never intended to be humorous. He says to himself, but he cannot rid himself of his reputation. He is still to New Yorkers the one humorous American hotel keeper.

What is he going to do now? It is a question, indeed. The heartless Public Service Commission has taken the site of his hotel for subway purposes, and the property is valued at from \$3,000,000 to \$4,000,000.

Then, too, it is generally believed that the business has been a fairly successful one. No one in New York cares to charge Mr. Ford with being a millionaire, but everyone believes he will be able to live comfortably for the rest of his days.

This being the case, the question of the future is not really a vital one. Mr. Ford may retire to his estate at Rye, or he may travel in Europe with his family. Perhaps he may wish to gather further data on the correct manner of extorting tips from wealthy Americans in the high-priced foreign hotels.

In the poor old Grand Union Hotel, which began its existence as the Westchester House and gradually absorbed thirteen surrounding dwellings, there were no pretensions at modern luxury. Mr. Ford declared only a few months ago that if he were to start all over in the business he would build a hotel on a lodging house plan, a kind of glorified Mills No. 1, only there would be no philanthropy concealed about its works.

It would be on the dollar-a-day idea, with 1,000 rooms. He would let everybody break from cover and grab pie and crullers at a nickel in the slot.

But Mr. Ford said this in an after-dinner speech, and everybody insisted it was a humorous speech.

On May 12, perhaps, he will become sentimental. On that evening the hotel men of Greater New York will tender him a dinner at the Waldorf.

Mr. Ford's first partner was W. D. Garrison of Garrison, N. Y., and later the firm name became Ford & Shaw.



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MORNING NEWS OVER THE WIRE

At Dorchester, N. B., yesterday at the opening of the sitting of the May session of the Westmorland Circuit Court, James Robertson, aged thirteen years, pleaded guilty to attempting to set fire to the school house at Petticoatic. Chief Justice Landry remanded him for sentence.

Ottawa, May 5—Hon. C. J. Doherty gives notice tonight of a bill to amend the criminal code. This is designed to prevent fraudulent advertising. Under the act it is intended that prosecution may be laid against false representations even before money has been taken.

Washington, May 5—Secretary Bryan announced tonight that the three South American mediators in the Mexican difficulties would meet at Niagara Falls,

Canada, May 18, to receive representatives of the parties to the controversy.

The Canal Tolls.

New York, May 6—Notification from Washington has been sent to the shipping companies announcing that the tolls for the Panama Canal will be \$1.20 a ton based upon the canal measurement. This means that any enclosed space on the promenade deck like a smoking room, gymnasium, or drawing room will be paid for at that rate. A vessel in ballast will pay about 60 per cent of the duty, but if there is one passenger on board the full rate of \$1.00 a ton will be charged.

George Randolph Chester and his wife are co-authors and they have been known to turn out ten short stories in ten days.

STEAMER COLUMBIAN IS BURNED AT SEA

Thirteen of Crew Picked up—Forty-five Missing—Hope All May be Rescued—Explosions Followed Fire

Boston, May 5—The mystery surrounding the identity of the steamer which has been on fire in the westbound trans-Atlantic steamer lane south of Sable Island for forty-eight hours, was solved today, when wireless messages from the Cunard liner Franconia told of the burning of the freighter Columbian and the rescue of thirteen members of her crew from a small boat. The death of Chief Steward Matthews, whose body the survivors had in charge, and the disappearance of a second boat in which were nineteen men, including the first and second officers, were also reported.

The Columbian caught fire Sunday night when about 300 miles south of Cape Race. A series of violent explosions followed almost immediately. Captain McDonald gave orders to the wireless operator to send out calls for assistance, but one of the explosions put the wireless out of commission, cutting off the Columbian from communication with nearby ocean liners which could have gone to the rescue.

The men left the Columbian in two boats. Chief Steward Matthews was in charge of the first. This boat put away from the steamer and lay for a time, but in the dense smoke which surrounded the burning vessel the other boat was not visible and the steward's boat finally drifted far from the scene.

The old story of Cinderella was repeated with variations recently in Brooklyn, N. Y. Mrs. Eggleston was to sing at a wedding and put her light shoes in the large pockets of her raincoat, but found one gone when she arrived. Instead of waiting for a fairy prince to bring the lost shoe, however, she advertised and an ordinary young man returned it and received a reward.

AUTO ASSOCIATION ELECTS OFFICERS

T. P. Regan Again is President—Annual Meeting Was Held Last Evening

The annual meeting of the New Brunswick Automobile Association was held last evening. After the election of officers, the most important business was a resolution passed, effecting the affiliation with the Canadian and American automobile associations. The latter organizations comprise among their membership, automobile owners from all the provinces of Canada and all the states of the union. It is anticipated that the move will be of valuable assistance to the work of the New Brunswick association.

T. P. Regan was re-elected president of the organization. The other officers were elected as follows: R. D. Paterson, first vice-president; Ernest Hutchinson of Newcastle, second vice-president; F. W. Sumner of Moncton, third vice-president; Hon. George J. Clark of St. Stephen, fourth vice-president; J. F. Van-Buskiik, fifth vice-president. Directors—Percy W. Thomson, Hon. W. C. H. Grimmer, W. B. Tennent, Fred Magee (Port Elgin), G. Fred Fisher, J. H. McFadden (Sussex), and F. G. Spencer; Harry Ervin, secretary; J. M. Roche, treasurer; Rev. J. J. McCaskill, chaplain; Manning W. Doherty, chairman of publicity committee; Fred J. Likely, chairman of the good roads committee; George W. Fowler (Sussex), chairman of legislative committee.

The reports that were presented at the meeting were most encouraging. During the next few months an endeavor will be made to have every automobile owner in New Brunswick made a member of the organization. It is believed that at the present there are more than a thousand automobiles owned in this province. Matters of a routine character were taken up.

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