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LEAVE THE DOOR STILL OPEN FOR NEGOTIATIONS

Believed This is Effect of the Irish Reply.

Asserted That Settlement Terms of Lloyd George Not Accepted, But Not Utterly Rejected—Answer Off Tonight.

Dublin, Aug. 25—Dispatch of the Sinn Fein reply to Great Britain's offer of dominion status for Ireland as a basis for the settlement of the Irish controversy was believed near when the Irish Republican parliament met in secret session here today. It was understood that the parliament would review the completed draft of the reply early in today's meeting and that it would be approved and sent to London by special messenger tonight.

Assertion had been made in some quarters that the reply would not accept terms of settlement laid down by Premier Lloyd George, but would not utterly reject them. It was intimated that the note to the British government would develop arguments relative to the situation which would probably result in new negotiations and there seemed to be a disposition to look with optimism over the probability of renewed exchange between London and Dublin.

There was reason to believe that the truce in Ireland would be extended until an agreement was reached.

The Sinn Fein executive committee worked with Eamonn De Valera and his cabinet yesterday in drafting the Irish reply. Members of this committee returned to their district last night to keep the organization active, but under instructions that the Irish Republican army must not break the truce.

A large number of people are in town for the purpose of attending tomorrow's public meeting and the application for seats far exceed the capacity of the hall in the Mansion House.

Newspapers, while not commenting on the reply to be sent to London, today took the view in their news columns that, while it would reject the British terms, it would leave the road open for further negotiations.

LATER.

Is On the Way.

London, Aug. 25.—The reply of the Sinn Fein to the offer of the British government of dominion status for Ireland is on the way from Dublin to London by messenger, it was announced here today.

Premiem Lloyd George will return to London this afternoon, and if the reply reaches here in time a special cabinet meeting will be summoned for early this evening.

HEAVY LOSS OF LIFE IN INDIA

More Than 1,000 Killed in Disorders.

Fear for English Women and Children in Outlying Districts—Many Clashes With the Military Forces.

London, Aug. 25—More than 1,000 lives, it is feared, have been lost in the rioting in the Malabar district of British India, says an Exchange Telegraph despatch from Bombay.

Anxiety is felt for the English women and children in the outlying districts. Several railway stations have been wrecked. Twenty men of the Leinster Regiment at Tirunangadi are reported to have been cut off. It is also reported, adds the message, that the rioting natives are working their way from the interior to Calicut on the coast.

The centre of the riootous area appears to be in the district of North Ponani, thirty-eight miles southeast of Calicut. Many clashes with military forces have occurred. The outbreak is attributed in British Indian quarters to the work of agitators among the natives.

FREDERICTON NOTES.

Fredericton, N. B., Aug. 25—Firemen were called out early this morning for a blaze in a house in Brunswick street, owned by Mrs. Edward Beatty, and occupied by a family named Banks. The fire was extinguished without much damage.

Charles Harrison, student at law and son of Fishery Inspector H. E. Harrison, while returning from a fire early this morning, was knocked down by a bicycle and had his left ankle broken. He is now in Victoria Hospital.

The school board last evening decided to defer filling vacanies on the teaching staff of Morrison Mill and Regent street schools until the next meeting.

ARREST WOMAN WHO ABANDONED BABE IN A TORONTO HOTEL

Toronto, Aug. 25—A woman who abandoned a five months old child in a Toronto hotel a week ago, has been arrested in Detroit and a detective has left to bring her to Toronto. She visited two hotels in Toronto and registered as Mrs. Mary Lavelle in one and Mrs. H. White, North Bay in the other.

She was traced through a message which she sent to the proprietor of one hotel asking that the baggage be sent to a certain address in Detroit.

Britain Profoundly Stirred by Disaster To Giant Dirigible

Few Survivors as ZR-2 Breaks in Two and Falls Into Humber—Terrific Explosion and Fire Attend Upon Fearful Disaster.

A cabled despatch published in the Times yesterday, indicating that the great dirigible ZR 2 had met with a serious mishap on a trial trip near Hull, England, proved a forerunner of news of a great disaster. The giant balloon broke in two over the Humber estuary, a terrific explosion and fire followed and the huge air craft plunged to the river. It is estimated that forty-four lives were lost. The vessel, had the trials succeeded, was to have been sold to the United States and among the victims probably were all but one of the U. S. men aboard.

The following British officers are known to have been on board for the flight:

Air Commodore E. M. Maitland, Lieut. A. H. Swan, Lieut. I. C. Little, Lieut.R. S. Montague and Flight Lieut. Thomas.

The United States officers on board the dirigible were: Commander Louis H. Maxfield, Washington (D. C.); Lieut. Commander Valentine N. Bieg, of Bryn Mawr (Pa.); Lieut. Commander Emery Coil, of Marietta (Ohio); Lieut. Marcus , H. Esterly, Washington (D. C.); Lieut. Henry W. Hoy, Clearwater (Fla.) and Lieut. Charles G. Little, Newburyport (Mass.).

The British losses include the famous sir veteran Brig.-General E. M. Maitland and all the other officers on board, except Lieut. Wann, the comander of the ZR-2.

Thousands of spectators saw several men climb outside the balloon and drop from the falling mass which was enveloped in smoke and others jumped into the Humber as the crippled craft came over the water. As the dirigible struck, the wreckage above water was burning, and there was slight chance for any of the men caught inside to escape.

Stories of Survivors.

London, Aug. 25—Ernest Davis, one of of the British members of the crew of the ZR2, who was saved, in an interview, with the London Times at Hull, said:—

"We had a terrible time. It was all over in a moment The petrol tanks exploded and volumes of smoke and fire issued from the ship.

"Some of the men jumped, but I stuck to the ship and went down with the stern section, which struck a sand bank, from which I was rescued.

"Some of the poor fellows had no chance at all, especially those in the control car."

The Commander.

Lieut. Wann, commander of the airship, was brought ashore at Hull about an hour after the disaster, says a despatch to the Times from Hull. He was badly cut about the head and bleeding profusely, but was conscious. At a late hour Wednesday night he was reported as doing well at the hospital.

No sign of the wreck was visible late Wednesday evening. Two bodies which were landed were completely unrecognizable, on account of the burns.

Harry Bateman of Halifax, one of the physical laboratory assistants, on the airship, talking to a correspondent of the Daily Mail at Hull said:—

"I was seated in the tail of the ZR2. She first flew over the North Sea and toward Pullman. She was in perfect flying condition until 5.35 o'clock this evening, at which time the controls on the ship were being tested while the vessel was proceeding at high speed.

"I assumed that a girder broke amidships. After a few short shocks the ship began to fall and the petrol tank exploded. I saw smoke afterwards up forward about the ship, which began to fall, nose downward to ward the Humber.

"Immediately after the explosion I was thrown into the cockpit at the tail of the ship. I then attached myself to a parachute and jumped overboard. The rope of the parachute, however, had caught in some wires and I was unable to extricate myself. Soon afterwards, with two other persons, I was picked up from the water by a barge and taken to the police station."

One U. S. Man Saved.

Hull, Eng., Aug. 25—Norman O. Walker, a rigger, was the only U. S. member of the crew to escape when the ZR 2 was destroyed here last evening. It was reported that he had died, but inquiry has established the fact that he is still alive. His home is in Commerce, Texas.

Commander Speaks of Great Disaster.

Hull, Aug. 25—Most of the British and U. S. members of the crew of the ill-fated dirigible ZR 2 were killed by the explosion which followed the buckling and snapping of girders amidships, declared Flight Lieutenant Wann, in command of the craft as navigating officer at the time of the accident, in a statement to the Associated Press.

Lieut Wann said the ship had run beautiful at sixty knots an hour, and that he had reduced the speed to fifty knots when there came a violent cracking sound. He thought several of the girders broke. The whole thing happened in five seconds.

"There was no sign of anything wrong when we passed over Hull," he added. "But everything happened afterward. I was in sole control at the time Before the moment of the accident the craft had been sailing perfectly. She had been passing through various difficult tests and the speed had been reduced when suddenly, while crossing the broad estuary of the Humber, I heard the grinding and cracking of girders, and the airship pitched forward, nose down from an even keel.

"As soon as humanely possible I emptied the water ballast to enable the craft to resume normal position but at this instant a tremendous explosion occurred. The great ship seemed to halt for a moment and then it dropped like a rock. The concussion threw me in the navigator's car, where I was pinned by the wreckage. The section of the craft in which I was riding remained above the water after the ship plunged into the Humber, and I was rescued after being imprisoned for fifteen minutes. That is all I am able to say."

Lieut. Wann denied local reports that he had heroically plunged the ship into the river rather than on the shore, which was crowded by thousands of spectators. The disaster occurred so quickly, he said, that any such action was impossible

Had No Fear of Accident.

Howden, Aug. 25.—Conversations between the British and U. S. officers just before they boarded the ZR-2 here on Tuesday morning for the flight indicated that not one of them had the slightest idea that an accident was likely to be met with.

"Are any of you ever troubled with thoughts of being wrecked?" the correspondent of the Associated Press asked Lieut. M. H. Esterly, radio officer of Washington, just before he embarked.

"We are not worried, but all the same we have gone ahead and made all preparations against every emergency. The others tease me of being too fearful of accident. But, all the same, I have figured that it was best to get ready for anything that might happen, and then if the worst comes we ought to have at least a fighting chance."

Before the fateful flight started, the correspondent found Brig.-General F. M. Maitland, British air marshal, strolling under the mammoth aircraft in its hangar while she was being made what was termed "air light," meaning the discharge of sufficient ballast to make the weight of the great gas bag nil.

"Now she is as light as a feather," remarked General Maitland as this stage of the preparations was concluded. With evident pride, he enumerated the points of excellence in the craft, which he remarked "is the greatest improvement on balloons, with which I started experiments in the business thirty years ago."

"She is beautiful," he declared as the enormous bulk was cleared from the hangar by her party of 300 attendants. He waited until the six motors had been tested and the ship's signal bells tried out by Lieut. Wann, the British commander of the aircraft. Satisfied that all was well, General Maitland, with a cheery good-bye and I will see you in Pullham," climbed up the ladder and disappeared in the great silver shell.

A moment later Commander Louis H. Maxfield, U. S. N., was boosted up into the control car alongside Lieut. Wann. Then the civilian observers boarded the ship, and the aircraft was off on her journey.

Britain Deeply Stirred.

London, Aug. 25—Britain was profoundly stirred by the destruction of the ZR-2, the greatest disaster that has ever befallen human efforts to conquer the air. Despatches telling of the collapse of the ship caused a sensation.

Pending inquiry, attempts to account for the tragedy are merely speculative, but it is recalled that during a nine hour trial trip on July 17, some of the girders in the middle of the ZR-2 showed weakness which necessitated reinforcement. This work was done at Howden and experts believed that the weakness had been remedied. It is now regarded as significant, however, that observers below have declared that there was a buckling amidships which seemed to precede the explosions which sent the ZR-2 flaming to the earth.

There has been recently an inclination in some quarters here to oppose lighter than air craft as too costly and uncertain, but, with one exception, London newspapers today expressed firm confidence that there was a great future for airships. They declared that yesterday's tragic failure would not deter the continuation of experiments until the present stage of progress was passed and safety is established.

The trip of the R-34 across the Atlantic and back and the successful airship service maintained between German cities were cited as proofs that dirigibles were of great utility and had immense possibilities.

"From such disasters as this," said the Times, "all human enterprises have risen more fully equipped for success, and it will be so with the airship."

Noted Aairman.

New York, Aug. 25.—Air Commander F. M. Maitland, believed to have perished in the explosion of the dirigible ZR-2 over Hull, Eng., was official observer for the British air ministry in the historic trans-Atlantic round trip voyage of the R-34 in July, 1919.

His renown as a flier was world-wide, and the log in which he recorded the important and trivial events during the flight of the R-34 from England to Long Island and return formed one of the best known bits of aeronautical literature. The commodore was a pioneer flier. Coming from an Essex infantry regiment, he learned to fly in 1909. He was one of the first men to pilot a British ship over the lines during the recent war.

When the R-34 came to America, the commodore was warmly greeted, and on his return home he was received by the king, and awarded the Air Force Cross. Soon afterwards he flew to Holland and Belgium with the R-34.

Great Public Funeral.

London, Aug. 25.—It is considered certain that the British and U. S. victims of the disaster will be accorded a great public funeral, probably in London. Meanwhile, all England, profoundly stirred by the destruction of the giant dirigible, the greatest of all air disasters, is giving expression to its deep feeling of mourning for the victims and sympathy for those bereaved. In London the atmosphere today was somewhat

(Continued on page 2, fifth column.)

As Hiram Sees It

"Well," said Mr. Hiram Hornbeam to the Times reporter, "I see you got a lot o'town councillors and' county councillors hevin' a good time here this week. I aint sayin' nothin' agin the good time—fer I like one myself—yes sir; but if they frame up any noo tricks to raise the taxes they'll hear from the Settlement. We got a bunch out there that 'ud most as soon see the undertaker comin' as the collector. When they ast me one time to run fer councillor I ast 'em if they was ready to be taxed fer a few things we orto hev—an' they went away sorrowful. They said what they wanted was less taxes an' more things done fer nothin'. I read the other day where the' was more kuss in the country deestricts wantin' to be looked after by the doctor than there is in the towns. D'you s'pose if the folks out to the Settlement was told that they'd believe it? No, sir—they'd say it was over in the next county. What we want is somethin' to wake people up an' make 'em see things as they be—an' as they orto be. I don't know how you're gonto do it—but if this here Union kin find a way I'll take off my hat to it—By Hen!"

MORE MEN ARE OUT OF WORK

International Nickel Company of Canada Closes Plant at Coppercliffe.

Sudbury, Ont., Aug. 25.—The huge smelter mines and works of the International Nickel Co. of Canada at Coppercliffe will close down on September 1, and the company's refinery at Port Colborne will close this week-end. Six hundred employes at the Coppercliffe plant are affected. Business depression and the resultant piling up of heavy stocks are given as the reason for the close down, which will be for an indefinite period. Officials here say there is little prospect of a resumption of operations within six months.

After September 1, of the three big nickel companies only the Mona Co., an English concern, will be operating, the British-America having closed some time ago. The close down is a severe blow to this district.

THREE SISTERS ARE DROWNED IN BAY AT KINGSTON

Kingston, Ont., Aug. 25.—(Canadian Press.)—Three daughters of Mr. and Mrs. Wm. Scott of Westport, Ont., were drowned yesterday in Collins Bay. They were Mrs. Harold Rice, twenty-eight, and her two sisters, Bernice Scott, aged eighteen, and Beatrice, sixteen.

There was no witness of the accident, but it is believed Mrs. Rice had gone to the assistance of her sisters, who were in bathing.

THE DOLLAR DAY.

New York, Aug. 25—Sterling exchange strong. Demand, 370⅛; cables, 370⅜. Canadian dollars 9⅞ per cent discount.

WEATHER REPORT

Issued by authority of the Department of Marine and Fisheries. R. F. Stupart, director of meteorological service.

Synopsis—A trough of low pressure extends from the western provinces to the State of Texas while pressure is highest over the north Pacific coast and the Gulf of St. Lawrence. Rain has fallen during the night in southern Manitoba but the weather has been fair in many other parts of the country.

Fine.

Maritime—Light to moderate winds, fine and not much change in temperature today and Friday.

Gulf and North Shore—Light to moderate winds, fine today and Friday.

New England—Fair tonight and Friday. Little change in temperature; moderate to fresh northeast and east winds.

Toronto, Aug. 25—Temperatures:

Stations	8 a. m.	Highest yesterday	Lowest during night
Prince Rupert	32	60	50
Victoria	50	60	50
Kamloops	46	64	46
Calgary	48	82	44
Prince Albert	72	76	52
Winnipeg	62	82	60
White River	34	78	48
Sault Ste Marie	64	72	58
Toronto	69	78	60
Kingston	66	78	60
Ottawa	62	78	56
Montreal	62	72	56
Quebec	60	66	56
St. John N B	62	74	50
Halifax	60	74	48
St. Johns Nfld	52	58	50
Detroit	66	80	62
New York	68	78	62

Power Company Boosts City Lighting Bill One Third

Notification of Increase of 33 1-3 per cent Forwarded to City Hall—No Announcement Yet of Intentions as to Individual Consumers.

The city has been notified by the New Brunswick Power Co. that the cost of street lighting has been increased by thirty-three and one-third per cent. This information was contained in a letter addressed to the mayor and commissioners on August 23. The old rate to the city was a flat one of $36,000 a year. The increase brings it up to $48,000.

An official of the company said this morning that the company had carried the city over the peak of high prices at the old rate and felt now that it was entitled to an increase. The increase went into effect on the day the letter was sent. The official said that the company had to make every department self-sustaining and the city must pay. Asked if there would be an increase to the individual consumer the reply was that this would be decided soon. If any increase were decided on the public utilities commission would be notified. Objection could be taken by the city only and appeal could be taken to the supreme court appellate division.

Commenting on the decision of the company to increase the rate to the city another official of the company said this morning that in his opinion the matter was a very simple one. The company was entitled to a return of eight per cent on securities sold for cash. If the company made more than the eight per cent the rates must be reduced and if less than eight per cent the rates could be increased. In this case the company was increasing the rates to make up the eight per cent allowed them. He said that some scheme to regulate jitneys would settle this matter once and for all time. This year the city would receive $104,000 from the company, of which from $60,000 to $70,000 would have to be expended in the upkeep of the roads worn out by the jitneys. It was in the interests of the city that some action be taken. In over fifty cities on the American continent jitneys had been legislated out of existence and some action to this end should be taken.

Complaint was made that the company was not getting the protection to which it was entitled from the city. Reference was made to the disturbance last evening in Lancaster avenue and to the alleged apathy of the police at that time. This morning, said the official, a city contractor working in Brussels street dumped two loads of cement on car tracks which had been lifted to be lined up for concrete work. The result was that the cement had to be removed and the track re-lined. The official described this as "just another action by city employes to harass the company." He said that this morning a man engaged in work for the city in Douglas avenue had stopped his automobile in the middle of the car tracks and had left it there for ten minutes, during which time traffic was held up. He cited this as another instance of the failure on the part of the city to afford adequate protection.

The company, he said, was at present carrying about twelve per cent of the normal number of passengers. As many cars were in operation as the paving operations in different streets would permit. Asked about the Fairville car, the reply was that the tracks there were overgrown and in his opinion the people there didn't want the cars anyway.

As the mayor had gone to Musquash with the delegates to the municipalities convention a statement from him with reference to this matter was not available at the time of going to press.

C. F. CRANDALL GOING TO WEST

Takes Over Management of Vancouver World.

Former St. John Newspaper Man Enthusiastic Over the Pacific Coast City and Development in That Section.

Montreal, Aug. 25—The Montreal Star announces today that C. F. Crandall, its executive editor, has taken over the publication and management of the Vancouver World, which he and some western and eastern associates have recently purchased. Mr. Crandall has has been connected with the Star for nearly ten years, coming to Montreal from Halifax. He previously edited papers in that city and St. John, N. B.

The Star adds:—"Mr. Crandall in his new enterprise has the warm good wishes of the Star."

Mr. Crandall is recognized by Canadian daily publishers as one of the best newspaper executives in the country and the good wishes of his many newspaper friends in Canada and abroad will go with him in his new venture. As honorary secretary of the Canadian Press Committee, he last year successfully planned and carried out the meetings and Canadian tour of the imperial press conference and thus entered into intimate relations with newspapermen from Britain and all over the empire. He has been actively connected with the Canadian Press, Limited, since its foundation in 1910, and as one of its most valued directors has worked unremittingly along the lines of dominion wide co-operative news gathering and distributing for which it stands.

Interviewed by the Canadian Press, Mr. Crandall said:—"The World, under its new management, will be independently progressive in policy and as good a newspaper as adequate capital and the best procurable ability can make it. Vancouver is a great city already, and its people, its climate, its background and its commanding Pacific position ensure it a growing place among the greatest cities of the world. I have looked for years to the right opportunity to get on the band wagon of British Columbia development and have now found it. I was never so confident of anything as I am of the useful and prosperous future of the Vancouver World in the hands of people who realize it."

STATE DEPUTY BRODERICK HOME

Speaks of Trip to San Francisco to Supreme Council of Knights of Columbus.

Dr. W. P. Broderick, state deputy for New Brunswick of the Knights of Columbus, has returned home from San Francisco, where he attended the convention of the supreme council of the order. He was accompanied by E. C. Hanrahan, past state deputy of Nova Scotia. They joined the Connecticut party at Chicago and traveled from there on two special cars. The supreme knight of the order, James A. Flaherty, and wife were members of this party.

At the stopping places along the route, the local knights were out in force to show the visitors the country by automobile. After leaving Chicago, the party visited Minneapolis and St. Paul, and then traveled through North Dakota and reached the C. P. R. at Moose Jaw, and went by this route to Vancouver. The immense wheat fields were a source of wonder and admiration to the party.

Seattle was reached by boat and thence it was a trip by rail to Portland, the city of Roses. There the visitors enjoyed a drive along the Columbia river. The route then lay through the Sacramento valley to San Francisco. Six days were spent in San Francisco, of which three were taken up with the convention.

On the return trip the first stop was as Los Angeles, where Hollywood, the city of the movies, and Riverside, with its orange groves, were visted. Next the Grand Canyon was viewed, and then Colorado Springs was visited, where some of the party climbed to the summit of Pike's Peak. The remainder of the trip lay through Denver, Chicago, Buffalo, Niagara Falls, New York and Boston.

Speaking of the convention, Dr. Broderick said that it was the most successful and largely attended that had ever been held. Delegates from every part of the continent were present, and the addresses given were masterpieces of oratory. He said that the part of the country which impressed him most was the scenery at Lake Louise, in the Canadian Rockies. It was more wonderful than the Grand Canyon or Niagara Falls.

Mrs. Broderick and Miss Claire, who have been visiting in Boston, returned home with Dr. Broderick.

ANTI-BEER BILL IS LAID ASIDE

Prohibition leaders in Congress Abandon Effort to Hold Up Recess.

Washington, Aug. 25—Congress put aside its work last night for thirty days, after a determined fight against the anti-beer bill had forced those in charge of it to withdraw it for action by the senate next fall.

Prohibition leaders early in the night abandoned their effort to hold up the recess until it had been passed, failing even to obtain an agreement fixing a date for a vote on it by the senate after congress re-assembles next month.

Senators opposing the bill because of the provision which would subject all of a man's property except his home to search of liquor without a warrant, held the floor until its managers saw no hope of a vote and had it laid aside.

LABORITE WINS BY-ELECTION

London, Aug. 25.—(Canadian Press.)—As generally expected, the by-election yesterday in the constituency of Caerphilly, in the mining districts of Wales, resulted in the return of Morgan Jones, Laborite, whose vote was 13,699, as compared with 8,958 for W. R. Edmonds, Liberal, and 2,592 for Robert Stewart, Communist.

The only question in regard to the voting yesterday was as to how far the vote for Stewart would split that for Jones to the benefit of the Liberal candidate.

The by-election in Caerphilly was made necessary by the death of Alfred Onions, Laborite, who in the last general election was elected by a vote of 11,496 against Edmonds' vote of 9,482.

HEALTH MATTERS BEFORE UNION OF MUNICIPALITIES

Hon. Dr. Roberts Gave Address This Morning.

Review of Conditions and Some Suggestions for Future — Opinions of Some Delegates—Visit to Site of Hydro Development.

Hon. Dr. W. F. Roberts, minister of health for New Brunswick, was the principal speaker this morning at the convention of the Union of New Brunswick Municipalities. His address covered the health legislation now in force and some proposed measures tending to make the province a better place in which to live. His address was discussed by the meeting which went into committee of the whole, several delegates taking part in criticism both constructive and destructive. A motion was passed by which it was decided to extend the time of meeting another day or part of a day as the need might arise and authorizing a meeting tomorrow morning at 9.30. At 11 o'clock the delegates left by automobile for Musquash where they were guests at luncheon and made an inspection of the hydro-electric construction work. Business was resumed on their return to the city.

The Health Minister.

After expressing his appreciation of the opportunity to address the members of the union Dr. Roberts said that he believed organization should play an important part in reconstruction. There was a wonderful opportunity to look after the interests of the province of New Brunswick. He believed that organizations nearest to the people were most important. The municipal council got nearest to the people and could do much for them.

The province, unfortunately, was not going ahead in leaps and bounds, at least so far as population was concerned. Nature had given to New Brunswick none less than the best and he was surprised and pleased when traveling into different parts of the province. He had only begun to touch the fringe of the resources contained here. United action was necesary to progress .

If nature was so kind where was the fault? At Fredericton there was a feeling that when representatives of St. John came there they wanted everything. There was not unanimity of feeling. The personel of municipal council was all important. He endorsed heartily the sentiment expressed by the premier yesterday that there should be community of feeling.

He considered his foregoing remarks a fitting preface to what was to follow. If there was one service greater and more important than another in the interests of the people it was the health service. In 1910 Dr. Murray MacLaren had outlined a programme of health when the union was meeting in St. Stephen. In 1917 and 1918 a selection of methods for promoting good health had been made. Great interest had been manifested in our legislation by outside provinces. Vital statistics were compeled in a systemitic manner. We had as good a selection of legislation covering vital statistics as any province in Canada. It was a huge system of bookkeeping and was paramount to taking stock in a commercial enterprise. We must know the history of the people. An outbreak of disease was promptly attended to by competent officials. There had been many epidemics of smallpox in this province. Legislation must be launched carefully and well nurtured and fostered. He was dissatisfied with the lack of progress on one hand and pleased with the progress on the other.

There were officials in every county to look after vital statistics. In small places the collectors knew about what went on and could report on it, but the majesty of the law was back of them if it was needed. Today the government was receiving ninety-five per cent. of the statistics.

Not the least important item on the health programme was medical school inspection. The matter was introduced in August, 1919. He would always be grateful for the co-operation of the medical men of New Brunswick, without whom the government would have been helpless. One doctor had charge of twenty-eight schools for which he received $150, a mere pittance. The signature of the doctor to a child's health card meant much. During the last year it had been decided to make this service more efficient. The boards of various counties would be asked to pool their resources and engage a young man who had just graduated in medical school inspection work. He would be an all-time man and would go to every school and examine carefully every scholar. In this province we built the child to the desk instead of the desk to the child. Too low desks were a great source of spinal trouble. In special cases this man will look after special cases of poor people who send to the office of the provincial board of health.

It was impossible to get a doctor after regular hours in this city. The older men wanted the young men to do the night work. There should be a city physician to care for those who could not care for themselves.

At present there was legislation for the prevention of forest fires and the law must be recognized. For every tree the woodsman cuts, the fires take 100. We legislate to protect animals. Let us look after the forests. We think the greatest source of revenue is the logs. The greatest asset is the child. We predicted selection and medical examination of couples before marriage, and then care for the young mother. In time the child would grow into a worthy citizen who would help protect the forests as well as to observe the other laws of the land.

(Continued on page 2, fifth column.)