SPORTING GOSSIP

THE GIANTS ON AIRPLANE TRIP

Manager McGraw Accepts Invitation for His Players to Take Air Route from New York to Philadelphia.

New York, March 5—Invitation to the New York National baseball team to travel by airplane from New York to Philadelphia for the opening game of the season on April 23, was received today at club headquarters. Manager McGraw, who signified that he would grant his approval, said that the players would make the trip by air at their own volition, however.

LOCAL BOWLING

THE SENIOR LEAGUE.

In the Senior League last night on the Y. M. C. I. alleys, the Falcons and Owls met and the birds of night walked away with all four points.

Following is the score:

Falcons.

Hennessey	85	92	97	274	93 1-3
McLaughlin	93	78	84	255	85
Bridges	98	73	74	245	81 2-3
L. McDonald	83	82	75	240	80
Cotter	89	92	83	264	88
	448	417	413	1278	

Owls.

McCafferty	104	91	88	283	94 1-3
Cleary	111	90	80	281	93 2-3
Fitzpatrick	82	99	77	258	86
A. McDonald	91	106	91	288	96
Garvin	90	92	87	269	89 2-3
	478	478	423	1379	

Tonight the Robins and Sparrows will roll.

ON BLACK'S ALLEYS.

On Black's alleys last evening the R. P. & W. F. Starr aggregation in a special match met a quintette composed of men from the Vassie Company. The coal men broke even in points, but fell in grand total pinfall, being beaten by a majority of fifty-seven pins. Riley of Vassie aggregation put up 125 and 113 in his second and third strings respectfully.

In the Commercial league Emerson & Fisher took three points from Ames Holden McCready. Tonight T. S. Simms and Post Office aggregations meet in the Commercial league. Lions and Weasels in the City league.

The summary of the games last evening follow:

COMMERCIAL LEAGUE.

Emerson & Fisher.

Simpson	74	91	73	238	79 1-3
Stinson	81	77	96	254	84 2-3
Garnett	85	84	77	246	82
Fitzgerald	87	74	94	255	85
Chase	81	77	88	247	82 2-3
	408	404	428	1240	

Ames Holden McCready.

Marshall	87	86	79	242	84
Wilson	72	71	68	211	70 1-3
Preston	79	73	76	224	74 2-3
Murphy	97	87	90	274	91 1-3
Clark	81	87	77	245	81 2-3
	412	402	390	1206	

MATCH GAME.

Vassie Team.

Rowley	75	78	79	232	77 1-3
McNeill	83	76	64	223	74 1-3
Perry	74	75	66	215	71 2-3
Boyce	87	82	73	242	80 2-3
Riley	86	125	113	324	108
	405	426	395	1236	

R. P. & W. F. Starr.

Logan	60	65	67	192	64
Hamilton	68	77	75	240	80
Johnston	70	100	77	267	89
Giberson	82	93	79	254	84 2-3
Till	73	75	78	226	75 1-3
	353	430	396	1179	

MATCH RACE POSTPONED.

The matched race between Baron A. and Tommy Cotter, scheduled for yesterday afternoon on Moosepath track, did not materialize on account of the poor condition of the track. The race has been postponed indefinitely. In a former race of half-mile heats, Tommy Cotter bagged the money, but it is felt among local horsemen that Baron A. would have put up a nice race yesterday, being in the best of trim.

HOCKEY PLAYER DEAD.

Quebec, March 4.—News reached here today that Emmett McDonald, brother of Jack McDonald, of the Canadiens, had died from pneumonia in Siberia.

Emmett McDonald, who went to Siberia with the Canadian expeditionary force, was the founder of the Sons of Ireland hockey team, and managed that combination when they captured the Ross Cup in 1916.

DETROIT PITCHER SIGNS.

Los Angeles, Cal., March 5— Howard Ehmeke, pitcher for the Detroit American club, was discharged today from the navy at San Pedro, near here, and immediately signed a contract to play the 1919 season with Detroit.

STRANGLER LEWIS WON.

Springfield, Mass. March 5—In throwing John Freberg with a head lock in one hour, 33 minutes and 30 seconds, Ed. (Strangler) Lewis won tonight's wrestling bout here. Freberg was knocked unconscious and although he came back for the second bout, declined to continue the match.

CHICAGO LOST HONORS.

Chicago, March 5—Chicago lost the honors in the western conference basket ball race to Minnesota by losing to Northwestern, 12 to 15 tonight. It was the first defeat for Chicago. Minnedosa scored a perfect percentage with ten victories and no defeats.

U. N. B. LOST AGAIN.

Halifax, March 5—The University of New Brunswick basket ball team were defeated tonight by the Halifax Y.M.C.A., the score standing 39 to 17. The New Brunswickers leave to return tomorrow morning. They will play Mount Allison on the way at Sackville.

STIRRING ORANGE ADDRESSES AT MEETING OF ONTARIO ORDER

Sir Sam Hughes and H. C. Hocken, M. P., Making Patriotic Addresses—Some One in the Gallery Gets After Sir Sam—Attitude of the Order on National Education Outlined.

Woodstock, Ont., March 6.—Before nearly 1,000 persons in the Opera House tonight, some of the leaders of the Orange Order in Canada, gave stirring addresses on the principles of their organization and declared in what direction the activities of Orangeism would be directed in the confidently expected development of Canadian national life.

The meeting, which was open to the public, was part of the annual convention of the Orange Grand Lodge of Ontario, West, whose sessions commenced this morning. The speakers included H. C. Hocken, M. P., Grand Master of the Supreme Grand Lodge of British-America, Lieutenant-General Sir Sam Hughes, Major J. I. Hartt, M. P. P., Grand Master of Ontario West; W. D. McPherson, Ontario provincial secretary; Mr. Fred Dane and others.

A part of the programme, which was of great interest, was the presentation to H. C. Hocken of a cabinet of silver from the members and officers of the Grand Lodge of Ontario West. There was just one moment of breathless hush, however, and that was when a voice in the crowd interrupted Sir Sam in the midst of his speech and there followed a short interchange which apparently ended to the satisfaction of the former minister.

Sir Sam was speaking of the heroic soldiers who stood their ground, who by reason of their training in Canada were able to stand their ground and won the day at St. Julien.

"But not with the Ross rifle sir," came a voice through the crowd.

"Yes, my friend," retorted Sir Sam. "No sir."

"Yes, every Canadian who fought at St. Julien had a Ross rifle and Canadian ammunition. They stood their ground while the Yorks and Durhams threw away their Lee-Enfields and ran because they had 'bum' ammunition; on the third day some of the Canadians got some of this ammunition themselves.

"I did not want to say this publicly, but you have forced me to do it; the Canadians, with Ross rifles, won the greatest battle in the history of the world, with Canadian ammunition."

The voice, though silent, was evidently not convinced. It belonged to Company Sergeant Major Cadogan, of the first Canadian Battalion, and he was heard to state that he would bring the argument to the limelight tomorrow.

Mr. Hocken outlined the attitude of the Orange Order on the subject of national education. "This order," he said, "teaches good citizenship, tolerance, not bigotry.

"We are fighting the battles of the French-Canadian boy or girl who is not getting and, under present system, cannot get the benefit of an education, and we do this because we want this country developed to the limit of its power regardless of race or creed. The national school system is a good idea. It is right in principle and is necessary for the well-being of our nation. The fact that it is up for discussion at all means a great deal. It is the thin edge of the wedge. When it is accepted we will have done the biggest thing for Canada since Confederation."

ANOTHER GERMAN PLOT DISCLOSED

Had Elaborate Plans Made to Wreck American Shipping on the Pacific Coast.

New York, March 5.—Disclosures of a German war time plot to destroy American shipping on the Pacific coast were brought to light today by United States attorneys in their investigation of charges by the crew of the barkentine Puako, that their captain, Adolph Pedersen, had been so cruel that two of the seamen committed suicide.

Pedersen, known as "Hellfire" Pedersen, was arrested last night and is in the Tombs today under $25,000 bail for alleged violation of the seaman's law. His two sons, Leonard, 19, and Adolph, Jr., 18, who were their father's mates, are also under arrest and held in $5,000 bail. Captain Pedersen now charges that his crew took part in a German plot to scuttle his vessel.

One of the chief ringleaders in this plot, the captain said, was Axel Hansen one of the seamen who leaped overboard and was drowned. He took German money for such work, it is alleged, and was also implicated in other German plots.

S. Laurance Miller, assistant United States Attorney, placed the cruelty charges against Pedersen before the grand jury today.

The eight members of the crew are being held as material witnesses.

HALIFAX WANTS ALDERMEN BACK

Bill Presented to Nova Scotia Legislature Requesting Board of Control be Dissolved and a Return to Old System of City Government.

Halifax, Mar. 5.—A bill was introduced in the Nova Scotia legislature today by Hon. G. E. Faulkner, at the instance of a committee of sixty citizens who wish the board of control of system of the Halifax city government to be abolished, and who ask that the old system of three aldermen elected from each of the wards, and a mayor elected by the city at large, be returned to. That such a change shall be effective at the elections next month, is the purpose of the bill, which will come up for a second reading this week. While the committee of sixty thus propose simply an immediate return to the old system, it is understood that the following year they will have another bill to bring about reforms and improvements but other than of the board of control type.

SPRING TRAINING TRIP SCHEDULE

New York National League Club Has Announced Dates and Teams Giants Will Play This Spring.

New York, March 5—The New York National League club announced today that the spring training trip of the team will include the following games:

May 29, April 4 and 5, Boston Americans at Tampa, Fla.; April 7 and 8, Boston Americans at Gainsville, Fla.; April 9, Boston Americans at Columbia, S.C.; April 10, Boston Americans at Spartacanburg, S.C.; April 12 and 13, Baltimore Internationals; April 14, Washington Americans at Newport News; April 15, Washington Americans at Petersville, Va.; April 16 and 17, Washington Americans at Norfolk; April 18, Washington Americans at Richmond; April 19 and 20, Washington Americans at Washington; April 22, Yales at New York.

IMPORTATION OF BACON PERMITTED

Private Traders Will be Free to Import Into Great Britain from March 10th.

London, March 5.—Private traders will be free to import bacon into Great Britain from March 10. This announcement was made in the House of Commons today.

George H. Roberts, the food controller, according to a despatch from London under date of February 25, in announcing the suspension of government control in Great Britain of prices and distribution of imported bacon, hams and lard, after March 31, said that the board of trade, at the request of the food controller, was issuing a general license permitting the importation of bacon, hams, and lard, arriving on or after March 10.

Only One "BROMO QUININE"

To get the genuine, call for full name LAXATIVE BROMO QUININE Tablets. Look for signature of E. W. GROVE. Cures a cold in One Day. 30 cents.

DANES' CLAIMS FOR SCHLESWEG

Their Visit to Paris Has No Bearing on Ministerial Crisis in Denmark.

Paris, March 5—The delegation of Danes, which arrived in Paris Tuesday to lay before the Peace Conference the claim of Denmark, concerning Schleswig, informs the Temps that the present ministerial crisis in Denmark has nothing to do with the claim of Schleswig. The delegates said that the crisis concerns only the internal policy of Denmark.

The Danish delegates are Dr. P. Munch, former premier Neergard, Senator Alex. Fess and Senator Bramson. They are accompanied by four prominent residents of Schleswig. The delegation, according to the Temps interviewed, declared that it represents the four largest parties in the Danish parliament, two of the members representing the majority bloc and two the opposition. The delegates said that all the people of Denmark are desirous that the part of Schleswig inhabited by Danes be returned to Denmark, and they look with confidence to the decision of the Peace Conference on this question.

COUNT FIFTY! NO NEURALGIA PAIN

Don't suffer ! Instant relief follows a rubbing with old "St. Jacobs Liniment"

Conquers pain—never fails.

Rub soothing, penetrating "St. Jacobs Liniment" right on the ache or pain, and out comes the neuralgia misery.

Here's a joyful experiment! Try it! Get a small trial bottle from your druggist; pour a little in your hand and rub it gently on the sore, aching nerves, and before you realize it—in just a moment—all pain and neuralgia disappear. It's almost magical, but the joy is, that the misery doesn't come back. No! The nerves are soothed and congestion is relieved and your neuralgia is overcome.

Stop suffering! It's needless—neuralgia and pain of all kinds, either in the face, head, limbs or any part of the body is instantly banished. "St. Jacobs Liniment" is perfectly harmless and doesn't burn or discolor the skin. Its use for half a century.

CAPTAIN AND TWO SONS ARRESTED ON MURDER CHARGE

Pedersen and Mate of the American Brigantine Pusko in the Toils—Have Not An Enviable Record.

New York, March 5.—Captain Adolph C. Pedersen of the American brigantine Pusko, nicknamed by the crew "Hell Fire," and his two sons, A. E. and L. R. Pedersen, mates of the ship, were brought here yesterday by the U. S. S. Rochester and locked up pending investigation of charges of murder on the high seas. Six members of the crew of the Pusko also arrived on the Rochester, to be held as material witnesses.

According to the charges forwarded by the American consul at Cape Town, South Africa, Captain Pedersen and his two sons are accused of violating the section of the seamen's act forbidding corporal punishment, during a seven months' voyage last year from San Francisco to Cape Town. This punishment is alleged to have resulted in the deaths of the ship's cook and a seaman.

Handcuffings followed by beatings with knotted towels and a club are charged against Captain Pedersen and his sons. Members of the crew assert they were forced to obey orders aboard ship at the point of a revolver.

Part of the charge of murder on the high seas is based on the assertion that when Seaman Axtel Hanse jumped overboard two months out from San Francisco he repented of his act and clutched a rope trailing at the stern of the brigantine, begging to be hauled back on board, which Captain Pedersen is alleged to have forbidden any member of the crew to do.

Victoria, B.C., March 5.—The American barkentine Puako, commanded by Captain A. C. Pedersen, sailed from Victoria on February 16, 1918, with a full cargo of lumber for Cape Town. The cargo was shipped at Genoa Bay and the vessel came to Victoria to complete recruiting her crew, and take on supplies.

Considerable difficulty was experienced in securing seamen at that time and the ship was held here several weeks until her complement was finally rounded out by sailors brought here from the United States. Officers were also scarce and he took his two sons to sea as mates.

Captain Pedersen is well known at this port, as on numerous occasions he has sailed his vessel into the Royal Roads. Captain Pedersen made his home at San Francisco. Last summer a United States secret service man in Victoria made investigations concerning Pedersen. These investigations eventually led up to his arrest for murder.

THIRD OF NEUTRAL AND ALLIED SHIPS DESTROYED IN WAR

Merchant Tonnage Loss is 15,000,000 Since 1914 Says Henry C. Wiltbank.

(New York Herald)

World shipping excluding that of the Teutonic allies, suffered a loss of $8,000,000,000 in the war as a result of the U-boat and other contributing causes, declares Henry C. Wiltbank, writing in the current issue of the Rudder. In tonnage alone the equivalent of more than a third, or 15,000,000 tons of the world's merchant fleets lies at the bottom of the sea, while at least 20,000 lives have been lost in sea attacks or from injuries resulting therefrom.

"The gross reduction," Mr. Wiltbank writes, "in the non-Teutonic world's tonnage for the four years has been more than thirty-five per cent, the equivalent of more than one ship in every three in the amount of tonnage sunk Great Britain has been far and away the greatest sufferer; but in the proportion sunk her 46.3 per cent ranks second to Norway's more than 50 per cent. Denmark has had more than a third of her shipping destroyed; Spain about a quarter and Holland and Sweden have lost heavily. About one-eighth of the shipping of the United States was destroyed.

"Not all of this destruction, however, is directly attributable to the U-boat. Mines, German raiders and naval vessels other than submarines and normal naval risks have all played a part in the world's shipping losses, but the undersea craft has wrought by far the greatest part of the devastation. In all probability not more than fifteen per cent. of the total is due to other causes than the U-boat. Because of the U-boat marine insurance and freights rose, increasing the burden upon the ship owner and shipper. To get crews to face the torpedo peril it was necessary to grant bonuses to those sailing through the danger zone. Rewards for sighting submarines, rewards for sinking them, installation and maintenance of guns and gun crews for the protection of merchant ships, all these have added their mite to the total. If anything, $8,000,000,000 is a very conservative estimate of the loss due to the campaign of marine destruction.

"At the end of hostilities the gross reduction of tonnage due to sea losses, no reduction being made for replacements or seizures of enemy shipping, totalled 15,067,861 tons, divided as follows: United States, 911,854; United Kingdom 9,043,744; other allies and neutrals, 5,112,263. On August 1, 1914, Great Britain had 4,000,000 tons more shipping than all the other allies and neutrals, excepting the United States. On November 11, 1918, this excess was reduced to 69,360 tons. In tonnage changes the result of sea warfare figures thus:

	Aug. 1, '14	Losses.	Nov. 11, '18
U. S. A.	7,928,688	911,854	7,016,834
U. King.	19,256,766	9,043,744	10,213,022
Others	15,255,925	5,112,263	10,143,662
All	42,441,379	15,067,861	27,373,518

"Fifteen million tons of shipping, the equivalent of nearly 5,000 vessels, lie at the bottom of the sea—fully three-fourths in the Atlantic—an ocean going ship for each half mile of the distance from America to Europe. That such a loss could be faced without hampering the war schemes of the Allies is remarkable in itself. That it could be faced with the certainty that construction was not only overbalancing the continued destruction of shipping by the U-boats is more remarkable still.

"At $200 per gross ton the ships lost during four years of war show an aggregate value of more than $3,000,000,000. To estimate the value of the cargo sunk is a more difficult matter; but a basis of estimate is afforded through the British Board of Trade statistics of imports and exports, taken in connection with the official figures of entrances and clearances of shipping at British ports. Taking an average value of $100 to the gross ton of shipping as the unit of cargo loss, the total destruction of sea borne goods during the war aggregates more than a billion and a half, divided thus:

United States	$91,185,400
United Kingdom	904,374,400
Others	511,226,300
All	$1,506,786,100

"In ships and cargo alone, then, the losses of the war represent $4,250,000,000. But this is only part of the tally, for with the destruction of the ship goes the destruction of its greatest asset—its earning power."

Mr. Wiltbank calculates that the total value of earning power lost for the four years exceeds $2,233,000,000, while payments by the insurance companies on lost ships have exceeded $3,000,000,000.

He continues: "For the total amount of shipping sunk the aggregate of value is more than $6,900,000,000. But this does not represent the full measure of the destruction effected. Ships damaged, but not sunk, must be reckoned with. In repairs and earning power the ships disabled in sea warfare represent losses of more than $868,000,000, or about an eighth of the loss traceable to the shipping sunk."

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM
BRIGHT'S DISEASE BACKACHE
DIABETES
23 THE PROP

NEW GOVERNMENT REGULATIONS TO HELP THE RETURNED SOLDIER

Further Facilities Are Placed at His Disposal and An Increase of Vocational Pay and Allowances Granted While Undergoing Retraining — From 20 to 40 Per Cent. Increase—Scale of Allowances Now Higher Than in Any of the Allied Countries.

Ottawa, March 5—An Order-in-Council has just ben passed changing some of the regulations in force by the Department of Soldiers' Civil Re-establishment, by which further facilities are placed at the disposal of returned soldiers, and also an increase of vocational pay and allowance is granted, while a man is undergoing retraining. These have been increased from 20 per cent., in the case of single men, to from 18 per cent. to 40 per cent. in the case of married men. The allowances for single men are now $60.00 per month instead of $50.00, as previously, while married men will receive $85.00 instead of $78.00, where there are no children, with a gradual increase up to $110.00, instead of $89.00 per month in the case of a man and wife with three children. The allowances for a man with dependents other than wife and children have been correspondingly increased.

The scale of allowances for men receiving training in Canada is now higher than in any of the allied countries. The allowance in the United States, which are the next highest, being $65.00 per month for single men and $75.00 per month for married men, without children.

These regulations come into effect on the first of March, 1919.

MASSACHUSETTS TOWN WILL HAVE TRACKLESS TROLLEY LINE

Weymouth to Make Novel Traffic Experiment as Result of Discontinuance of Old Railway Plant — Better Service and Lower Rates Promised.

Boston, Mass., March 4.—Weymouth will soon put into effect a trackless trolley line if the unanimous recommendations of the Weymouth Planning Board are accepted favorably by the selectmen and citizens.

Already more than fifty petitions asking the Selectmen to call a public hearing on the granting of franchises for the line are circulating throughout Weymouth, and it is expected that the Selectmen will decide on a public hearing soon.

Many here believe that in the trackless trolley service the town will find relief from transportation problems of the Bay State Railway, which reached a climax recently when, by order of the United States District Court, Receiver Donham was allowed to discontinue two local car lines. This action was taken after the towns-people had refused to contribute $13,500 to repair the unsafe tracks.

To Cover More Ground.

Better service and lower rates are promised by the owners of the trolley motor. Where the Bay State fare would now be fifteen cents if the cars on the discontinued lines were in operation, the new company will cover more than a mile and a half never covered by the Bay State at a fare of six and a half cents.

Incidentally, if the citizens of the town vote to grant a franchise to the Massachusetts Highway Service Company, organizers of the trolley motor system, Weymouth will be the first town in Massachusetts to try out the trackless trolley system, which its sponsors declare, will bring hundreds of visitors and visiting transportation committees to the town to inspect the working of the new project.

According to members of the Weymouth Planning Board, when this franchise is granted the company will immediately begin to seek other franchises, enabling them to complete a direct through system from Brockton to Nantasket Beach.

Would Act as Feeder.

They point out that the project should receive the support of the Bay State because the new system would operate only over discontinued lines at present and would act as a feeder for the three Bay State lines now operating in Weymouth. This, they claim, would also be of great benefit to the merchants of the town.

Since the Bay State discontinued more than ten miles of track between South Weymouth and other parts of the town the people have been without any scheduled service. Jitneys have operated at intervals and factory workers and high school pupils have been transported throughout the town by heavy ice trucks converted into open buses.

The new system would include the routes abandoned by the Bay State, namely, from Columbian square, South Weymouth, to Lincoln square, Weymouth. The other line, known as the Pleasant street route, will be extended a mile and a half beyond the railway tracks and will, under the new franchise, run between the Abington line and Jackson square, East Weymouth.

Two Wires for Trolleys.

The trolley motor system operates on the highway, and no steel tracks are needed. Power is generated from two trolley wires, which can be connected with any municipal or privately owned electric plant. One of the principal features of the trackless system is that the cars can meet and pass anywhere while running at regular speed. There is said to be no waiting at switches, no delay and no inconvenience.

It is not to be a jitney service, according to members of the Board, but rather an electric car on rubber wheels instead of iron running over rails. The cars are comfortable and devoid of any engine or even storage batteries, and are heated and lighted by electricity taken from the overhead trolley wires.

The cost of building and operating the trolley motor system is so much less than a regular trolley line that Edward Shivell, vice president of the company, has assured the Planning Board that they propose to sell strip tickets four for twenty-five cents. This will mean a reduction of eight and three-quarters cents over the proposed fare of the Bay State had they continued their cars.

The cost of building, maintaining and operating the system is to be financed locally, and, according to officials, when in operation will cost less than fourteen cents a mile to operate. Seven cars will be required to handle the traffic, and it is proposed to run on twenty-minute schedule during rush hours and thirty-minute schedule during ordinary hours.

FRENCH VERSUS GERMAN OPERA

(New York Herald.)

The present season of the Metropolitan Opera Company and that of the Chicago company just concluded at the Lexington Theatre have served to demonstrate that the community can dispense very comfortably with German music and musicians now and for some time to come. The operas presented have been mainly either Italian or French, with one or two at the Metropolitan, such as "Oberon" and "Martha," of the older German school, which have been given in one case in English and the other in Italian with entirely satisfactory results. There are good, loyal Americans who undoubtedly miss their Wagner and who would like to hear some of his works once more, provided that they were given in English with American artists, but few are prepared to listen to them in the language in which they were written, and an attempt to revive them in German would be distinctly unpopular.

Which leads to the reflection that apart from Wagner there are very few operas in the German repertory which are worthy of revival. Of course such masterpieces as "Fidelio," by Beethoven, and Gluck's "Orfeo" would be welcome at any time, given under proper conditions, in English, French or Italian; for there is no ban on the music of the old German masters, which belongs to mankind. Humperdinck's exquisite "Hansel und Gretel" and also his "Children of the King" are eminently deserving of revival in English, as, apart from being inspired and fine works of art, they contain naught of what we now understood as the German spirit. But after these operas are mentioned little if anything remains in the German repertory which deserves revival.

It is an undeniable fact that during the last two generations creative musical art has almost stood still in Germany, and very little has been added to the operatic repertory in that country which is worthy of serious consideration, not excepting the compositions of Richard Strauss, which are as noteworthy for their bizarre perversity as for their cleverness. On the other hand, France has produced a number of operatic works since the days of Auber, Gounod and Bizet which, if not on the highest plane musically, are many of them of great originality, beauty and musical merit. Among these are Charpentier's "Louise," Debussy's "Pelleas et Melisande," Lalo's "Le Roi d'Ys," Rabaud's "Marouf" and some of the works of Xavier Leroux and Henri Fevrier, as well as, of course, the slightly older French school, including Saint-Saens' "Samson et Dalila" and many of the operas of the immensely fertile as well as eminently musicianly Massenet.

It will be recognized that, despite the much vaunted musical superiority of Germany, France has led the way operatically after Italy, and the scheme for keeping before the musical public operatic works by French composers has ample justification, especially in view of the attempts now being made in New York to revive German opera, with German artists, in the German language. Such a movement will meet with little sympathy and support outside pro-German circles, while, on the other hand, the French project recently mooted in these columns will be sympathetically regarded, although French opera already holds its own exceedingly well —witness the season's performances by the Metropolitan and Chicago companies.

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OR MONEY REFUNDED. ASK ANY DRUGGIST
or write Lyman-Knox Co., Montreal, P.Q. Price 65c.

"And a thousand dollars was a mere bagatelle for a so-called gentleman to spend on a suit of clothes in these good old times.'"

Today our suits at $25 to 45 are being worn with satisfaction by the finest men in the country. Suits that fit, not hang.

New Spring models, new Spring colors, new Spring fabrics.

Gilmour's, 68 King St.

10 per cent discount off soldiers' first outfit

THE WEATHER.

Maritime—Strong winds with occasional rain and snow, somewhat colder at night.

Toronto, March 5.—Snow has fallen today in eastern Ontario and Quebec, while in the western provinces the weather has been fair with higher temperature in Alberta.

	Min	Max.
Dawson	*8	8
Port Arthur	*14	14
Parry Sound	*10	18
London	*25	38
Victoria	*36	46
Vancouver	*36	46
Kamloops	*18	36
Calgary	*4	38
Toronto	*24	26
Kingston	*16	28
Ottawa	*14	16
Montreal	*28	28
Quebec	*26	28
St. John	*36	42

*—Below zero.

DIED.

WILCOX—At the General Public Hospital, March 5, after a short illness, Vena May, beloved wife of William D. Wilcox, leaving a sorrowing husband and one child to mourn. Notice of funeral later.

CARVELL—At his residence, Quispamsis, on March 4, Lewis Allan Carvell, in the 71st year of his age, leaving three sons and three daughters to mourn.

Funeral Friday afternoon at 2.30. Interment in the Church of England burying ground at Gondola Point.

After Influenza, Grip

And Other Prostrating Diseases That Exhaust the Strength,

There is alays a depleted condition of the blood, that extreme tired feeling, nervousness and digestive weakness from which recovery is slow unless a good medicine is taken.

The lack of red corpuscles in the blood makes it too thin properly to nourish the body, and the general prostration, annoying humors, boils, loss of appetite and poor digestion prevent progress towards health.

Hood's Sarsaparilla meets these conditions perfectly, as many people know. It has proved the greatest blood-purifying, vitalizing medicine. Nothing else so good in Spring.

It is made from a formula comprising ingredients often used by the best physicians for impure blood, scrofula, rheumatism, weakness. Truly it purifies the blood and makes the weak strong. For a fine family cathartic, take Hood's Pills.

PORTLAND NOT TO ST. JOH

Their Ambition to Become Atlantic Traffic is Onl Fully Prepared to Tak Grand Trunk—St. Joh the Situation.

(Standard Staff Correspondent.)

Portland, Me., March 5.—Portla ambition to become an important for trans-Atlantic traffic seems to of a half-hearted character, and th is no present display of foresight determination calculated to prov menace to St. John's position as winter port of Canada. So far f capturing C. P. R. business, it lo as if Portland is not prepared to vide adequate facilities to take of the new business which the Gr Trunk would naturally try to br here, as the new territories served the Grand Trunk Pacific increase t population and wealth.

The present programme only c for the utilization of one side of proposed State pier. As the pre inary construction is to be 1,000 in length, this would give Portl two new berths for trans-Atlan ships of moderate length—only new berth for large ships. The e mated cost of providing these moderate berths is $1,500,000. State Legislature is being asked vote $1,180,000; but there is consid able doubt that the representatives the farming communities of Ma will make such a grant. Their v is said to be that Portland on count of it's trading position abso a great deal of the wealth of Mai and that if Portland wants a new it can well afford to do the work self. They are not convinced that cause Massachussets voted a la sum to build a commonwealth pier Boston, Maine should do the same Portland, more especially as one the principal purposes of the prop ed facilities is said to be to serve C adian business, and not local traf Failing a substantial grant from State, it does not seem likely t the City of Portland will be read persuaded to undertake the work providing new port facilities. T city has not yet undertaken to turn a site for the proposed pier. T mayor is strongly in favor of the p ject, but the attitude of the major of the city fathers is described very lukewarm. That they will co mit the city to any considerable expenditure on port development is p blematic. Their course would p bably be to refer the matter to a ref endum of rate-payers. In any case is likely to be some time yet befo the new pier is in service.

The average citizen who does t take the keen interest in port devel ment characteristic of St. John p ple rather assumes that the Gra Trunk having developed the trans-a lantic traffic of the port is bound provide additional facilities as th may be needed. But this expectati may not be realized. Before ma years the Grand Trunk will be obl ed to make a considerable capit outlay to modernize its existing fac ties. It's three piers now in co mission should be lengthened, but th would only provide better accom dation—not new berths. The old G pier is of such construction that t berths on either side cannot be dred ed to an adequated depth witho danger of the pier falling into t harbor. It must be practically re-co structed before it can be made ava able for trans-Atlantic ships. Wi such expenses confronting the Gra Trunk in the near future, that co poration is not very likely to unde take the provision of new water fro facilities at a time when ports li Boston, New Providence, New Londo St. John and Halifax are receivi large public grants to improve or e large their facilities. It is well-know that the Grand Trunk Pacific autho ties have looked into the possibili of securing outlets at other New En land ports, but their natural choi for the bulk of the new traffic whic will come with the developments the new west will probably lie b tween Portland and St. John. If S John can prevail upon the Feder Government to proceed with the wor of developing Courtenay Bay, it shou get a good share of that traffic. Po land seems rather inclined to re on it's natural advantages as a po and the excellence of the grades o the Grand Trunk line to Montreal.

Mr. Hayes, chairman of the Publ ity Committee of the Chamber of Co merce, rather expressed the opinio that Portland's main chance for ove seas traffic lay in the direction of b coming a sort of overflow port of St John and Halifax. Mr. Hayes' bus ness makes him a frequent visitor various parts of Canada, and he convinced that Canada will soon e ter upon a phase of general develo ment unparalelled in history. Whe Europe settles down to the work repairing the ravages of war it wil he thinks, make such a demand f products that Canada alone can su ply out of its vast resources that neit er St. John, Halifax nor Montreal wi be able to handle the increasing tra fic. Thus St. John and Portland would become important summer a well as winter ports.

Mr. Hayes suggested that it migh be to the mutual advantage of St John and Portland to pull together, i conjunction with the Canadian rail ways, with the object of divertin from Boston and New York a po tion of the traffic of the Western States. He thought, too, that St John, Halifax and Portland coul greatly increase their foreign trade the Maritime Provinces and Main would combine their forces for sellin purposes after the fashion of th grain growers of the West. There wa a good chance for co-operation in th marketing of farm produce. Maine like New Brunswick, had valleys very suitable for apple growing, but the bi British buyers did not come here be cause there were no central sellin agencies or depots where they coul secure a big consignment. In addi tion to farm products Maine and the Maritime Provinces produced variou commodities which if properly pushe could be sold at a profit in market largely controlled by Germany befor the war. They should not only try t increase their markets in European countries which will naturally be dis