SPORTING GOSSIP

Successful Race At Millidgeville

The Yacht Irex, Owned by Walter Logan, Captured the Handicap Event Saturday—First R. K. Y. C. Race for Some Years.

The first race of the season, and in fact the first for some years, as during the war none were held, under the auspices of the R. K. Y. C., was held Saturday afternoon and despite the handicaps of wet weather and squally wind, proved quite successful.

Now that the members are getting back from the front and new members coming it is expected a number of races will be held and probably some of the cup events run off toward the end of the season.

The boats taking part Saturday were: Irex, Walter Logan; Savitar, Gordon Holder; Privateer, A. Day; Anzac, S. B. Bustin; Gracie M., R. Anderson; Winogene, H Holder; Wanderer, J. Barnes; Rena G. W. Mullin; Louvima, H. Dunn.

They finished in the following order: Irex first; Anzac, second; Privateer, third.

The event was a handicap, each boat being given its time allowance at the start, the first boat home winning.

The officials of the day were: Judges, Commodore F. P. Starr, O. W. Heans, J. Fraser Gregory and A. M. Rowan. The timers at the start, T. T. Lantalum and William White, and at the finish, Howard Holder and Robert T. Logan.

Big League Baseball Games

Saturday Games.

INTERNATIONAL LEAGUE.

Newark, 3; Binghamton, 1.

At Newark—First game—

Binghamton	000000100	1	6 0
Newark	21000000x	3	6 0

Archer, Beck, Vermil and Fischer; Shea and Bruggy.

Newark, 9; Binghamton, 3.

Second game—

Binghamton	000000210	3	7 3
Newark	00122202x	9	12 1

Donovan and Smith; McCabe and Madden.

Baltimore, 9; Rochester, 5.

At Baltimore—First game—

Rochester	200010002	5	10 3
Baltimore	40220010x	9	8 2

See and O'Neil; Kneisch and Lefler.

Baltimore, 11; Rochester, 5.

Second game—

Rochester	201010001	5	8 4
Baltimore	01251002x	11	6 4

Ogden and O'Neil; Hull and Lefler.

Reading, 2; Buffalo, 1.

At Reading—First game, 10 innings—

Buffalo	0000100000	1	7 3
Reading	0100000001	2	5 2

Jordan and Bengough; Bernhardt and Crossin.

Reading, 6; Buffalo, 5.

Second game—

Buffalo	000030200	5	7 2
Reading	21001020x	6	11 1

Thomas, Ryan and Casey; Brown, Barless and Crossin.

Toronto, 5; Jersey City, 0.

At Jersey City—

Toronto	200110100	5	8 0
Jersey City	000000000	0	7 5

Hersche and Sandberg; Bruck, Manners and Hudgins.

AMERICAN LEAGUE.

New York, 2; Cleveland, 1.

At New York—

Cleveland	000000010	1	10 2
New York	00010001x	2	4 1

Morto nand O'Neill; Thormahlen and Hannah.

Washington, 6; Chicago, 3.

At Washington—

Chicago	000120000	3	10 3
Washington	20020000x	6	7 4

Faber, Danforth and Schalk, Lynn, Jenkins; Johnson and Picinich.

A Tie Game.

At Boston—

St. Louis	0030000000	3	6 2
Boston	0200000010	3	7 0

Wellman, Shocker and Severeid; Pennock, Caldwell and Walters, McNeill.

Philadelphia 12; Detroit 5.

At Philadelphia—

Detroit	020000003	5	12 2
Philadelphia	20104041x	12	14 2

Boland, Love and Stanage; Perry and Perkins.

NATIONAL LEAGUE.

Philadelphia 5; Cincinnati 4.

At Cincinnati—

Philadelphia	020000030	5	8 0
Cincinnati	000000130	4	12 2

Packard and Adams; Fisher Ring and Rariden.

Pittsburg 1; Boston 0.

At Pittsburg—

Boston	000000000	0	6 0
Pittsburg	00010000x	1	5 0

Keating and Tragessor; Adams and Schmidt.

Brooklyn 3; Chicago 0.

Brooklyn	000210000	3	10 1
Chicago	000000000	0	3 2

Mamaux and Miller; Martin, Hendrix and O'Farrell.

New York, 2; St. Louis, 1.

At St. Louis—

New York	000000110	2	5 1
St. Louis	000001000	1	6 1

Causey and Ehmke; Doak and Snyder.

Sunday Games.

AMERICAN LEAGUE.

New York, 4; Boston, 2.

At New York—

Boston	000000200	2	5 1
New York	00000202x	4	13 1

Jones, James and Walters; Shore and Hannah.

Philadelphia, 8; Washington, 4.

At Washington—

Philadelphia	042002000	8	18 2
Washington	000200020	4	9 0

Naylor and Perkins; Shaw, Craft, Whitehouse, Ayers and Gharrity.

Baltimore, 12; Rochester, 6.

Second game—

Rochester	030030001	6	13 1
Baltimore	10440111x	12	15 0

Brogan and O'Neill, Chinault; Newton, Frank and Lefler.

Jersey City, 7; Toronto, 5.

At Jersey City—First game—

Toronto	000200210	5	10 0
Jersey City	00100231x	7	11 3

Heck and Sandberg; Schacht and Hudgins.

Toronto, 7; Jersey City, 4.

Second game—

Toronto	001001410	7	7 2
Jersey City	010100020	4	10 2

Peterson and Dufel; Zellars and Hudgins.

Binghamton, 7; Newark, 4.

At Newark—First game—

Binghamton	500020000	7	13 0
Newark	001000003	4	8 3

Martin and Fisher; Rommell, Lyons and Bruggy.

Binghamton, 2; Newark, 1.

Second game—

Binghamton	000000200	2	3 0
Newark	000010000	1	7 2

Higgins and Smith; Stryker and Madden.

St. Louis, 3; Cleveland, 0.

At Cleveland—

St. Louis	000030000	3	10 1
Cleveland	000000000	0	8 1

Sotheron and Severeid; Uhle, Enzmann and O'Neill.

Detroit, 5; Chicago, 4.

At Detroit—

Chicago	10002001	4	9 3
Detroit	10300001x	5	8 1

Shellenbach and Schalk; Dauss and Stanage.

NATIONAL LEAGUE.

Pittsburgh, 7; St. Louis, 6.

At St. Louis, Mo.—

Pittsburgh	000220003	7	12 0
St. Louis	000200040	6	11 5

Mayer, Carlson, Hamilton and Schmidt; Sherdel and Snyder.

Chicago, 8; Brooklyn, 1.

At Chicago—

Brooklyn	000000010	1	6 3
Chicago	10301003x	8	13 2

Pfeffer and M. Wheat; Vaughn and O'Farrell.

Cincinnati 4; New York 3.

At Cincinnati—

New York	0200100000	3	6 0
Cincinnati	1020000001	4	8 2

Benton and Gonzales; Ruether and Rariden.

Only three games scheduled.

INTERNATIONAL LEAGUE.

Buffalo 10; Reading 6.

At Reading—

Buffalo	201000403	10	9 1
Reading	400010001	6	5 4

Welnert, Donahue and Crossin; Gordonier and Bengough.

Baltimore 8; Rochester 1.

At Baltimore—

First game—

Rochester	000000001	1	6 4
Baltimore	00400211x	8	12 4

Acosta and O'Neill; Parnham and Egan.

London, June 20—Capt. John Alcock and Lieut. Arthur W. Brown, the airmen who made the first non-stop flight from North America to Ireland, were entertained at a luncheon at the Hotel Savoy today by the Daily Mail at which the trans-Atlantic prize of 10,000 pounds, offered by the newspaper, was presented to the aviators. Those attending the dinner included members of the British cabinet and others.

It was announced later that King George had conferred the Order of Knight of the British Empire on both Captain Alcock and Lieut. Brown.

SPORTING GOSSIP

RAIN STOPPED THE MOOSEPATH RACES

Only One Heat of the Green Class Was Finished With Gertie Be Sure the Winner—Will be Racing Every Saturday.

A heavy downpour of rain Saturday afternoon interfered with the matinee races scheduled for the day at Moosepath Park, rain checks being handed out after the finish of one heat of the Green class.

The heat finished as follows: 1st, Gertie Be Sure; 2nd, Mary R.; 3rd, Thelma N. Time, 2.38.

It was stated that matinee races will be held each Saturday in future weather permitting.

SOUTH END LEAGUE.

The following is the schedule of South End League games for this week:

Monday, June 23 — Franklins vs. Young Braves.

Tuesday, June 24—Pirates vs. All Stars.

Wednesday, June 25—Emeralds vs. Atlantics.

Thursday, June 26 — Franklins vs. Alerts.

Friday, June 27—Pirates vs. Young Braves.

Monday, June 30 — All Stars vs. Alerts.

GAME POSTPONED.

The opening of the 1919 season of athletic sports by the Fair Vale Outing Association, which was to have started by a game of baseball between the married and single men on Saturday evening, had to be postponed on account of the inclemency of the weather. However, the rivalry between the two factions is so great that the residents of Kings county are looking forward to a great game.

The material for such is of the best and with the new grounds acquired by the association this year, and the splendid condition which they have been put in by a little labor by members of the association will no doubt make them second to none in the county, and with the anticipation of ball games with Rothesay, Hampton, etc., during the season Fair Vale will be made a great centre of sport attractions.

EVERYBODY JUMPS ABOARD THE JITNEY IN TORONTO NOW

The Long Threatened Street Railway Strike Began Sunday Morning and No Move Has Been Made to End it.

Toronto, Ont., June 22.—Jitneys of all kinds and descriptions took the place of street cars in this city today. The long-threatened street railway strike began this morning and late tonight no noticeable moves had been made to end it. Two or three conferences were held on Saturday with a view to averting the strike, but at the final conference Saturday night Mayor Church put the fat in the fire by declaring, as a member of the Board of Police Commissioners, that the cars would run, and that whoever manned the cars, whether they were strike-breakers or not, would have the protection of police and the military if necessary. This declaration of the Mayor was hotly resented by the street railway employes at their mass meeting early this morning, though the officials of the union managed to head off discussion on it.

TEXAS CHURCH REFUSES MILLION

Merriman Baptist Church, at Ranger, Texas, boasting 29 members, recently refused one million dollars, offered by oil companies for the drilling right on their graveyard, according to Mr. Glenn Craig Tobias, president of the North American Fiscal Corporation, who is an oil operator from the States. Mr. Tobias visited Moncton with a view to leasing some possible oil land on the strength of the gusher reported there recently. Being disappointed he has registered here at the Royal Hotel.

"That gusher was a joke, that is it was a joke as a gusher," said Mr. Tobias. "As usual with us when a wildcat well is reported, I hastened to Moncton to grabb off some acreage. When I arrived and visited the field of operations I found a well good for about 60 barrels daily flush. However, it is rather a better grade of oil than is generally found here and I believe a big strike will be made over there some day. Leases in Texas have reached the limit. One lease, near the Golden Cycle Well Number One changed hands in five weeks. The first price was $2,000, the fourth was $110,000, all the increase due to additional wells surrounding the lease in question."

Mr. Tobias is a director of the Altex Petroleum Company, a securities underwriter, and personally owns large holdings in Oklahoma and Texas where the oil companies are writing petroleum history. Here is the story of the country church as printed in the Louisville Times:

"The twenty-nine members of the Merriman Baptist Church, at Ranger, Texas, have shown a very commendable spirit in refusing to profit by the oil dividends the churchh draws from leases on the churcnyard, but perhaps they are a trifle academic in their attitude toward the little cemetery that adjoins the church, and for leases on which oil interests have offered $1,000,000. The church property is entirely surrounded by oil-wells, and it seems that those who lie in the graveyard would be better off if removed to some land not troubled by the continuous clank of the drilling-rigs.

"The church, it seems, now draws $200,000 per year from its interest in oil-wells sunk upon its property. Ranger, as is generally known—especially to those interested in oil—is a bonanza, the town being virtually honeycombed with producing wells, as is the burying-ground; and it would seem the part of good judgment all round to remove the dust of those who sleep behind the church to some more quiet spot, give over the entire property to the production of oil, and worship at a better distance from the greasy appurtenances of industry. Assuredly the cause of God would prosper with the dividends to accrue from that same industry."

POLES ARE OPPRESSORS SAYS GERMAN EDITOR

Claims for Upper Silesia Are Protested by Dombrowski as "Plan of Conquest."

Erich Dombrowski, political editor of the "Berliner Tageblatt," protests in his paper against the extent of territory claimed for the new Poland. The turn of the political kaleidoscope has transformed the Poles, he asserts, from the most oppressed people in Europe to a people most desirous to oppress. Not content with the reconstitution of Poland as it was before the first division in 1772, they are claiming Upper Silesia, "which has been German for 800 years." If their desires are fulfilled, the new Poland will have 32,000,000 inhabitants, of whom only 16,000,0000 will be Poles, the remainder being Germans, Lithuanians, Ukrainians, White Russians and Jews. The Germans alone will number three or four millions.

"Such as unnatural state," says Dombrowski, "could not cohere under any form of government, but it is impossible under the present masters of Poland." He says that these consist almost entirely of large landowners, without experience of government, except those from Galicia, and with no expert middle class of functionaries. They are entirely amateurs in government, in commerce and in finance. The rational alternative, in his view, is to form a very much smaller Poland, to take measures to see that it should be governed by Liberal Socialists, and recognize that its hope for the future was to enter into the fullest relations with Germany and act not as a barrier but as a bridge between Germany and Russia.

New York World:. At last there is a prospect that Russia is to be saved, as we have insisted that she must be saved, by the Russian people. There is again a Russia; hope rises that there is to be, for the first time in history, a Russia self-determining and free.

KEDGEWICK FIRE DID CONSIDERABLE DAMAGE TO LUMBER

Chief Warden Gagnon Makes His Report to Department—Fredericton Police Matters Still Unsettled—Masons Celebrate St. John's Day.

Special to The Standard.

Fredericton, June 22—Hiram Lodge, F. and A. M., No. 6, and other Masonic bodies attended the evening service at Christ Church Cathedral today as part of the observation of St. John's Day.

St. John Ambulance Brigade, Overseas Division No. 31 attended the morning service, a number of young women who have had V. A. D. service overseas and also at the New Brunswick military hospital being included. Dean Neales preached at both services.

The newly organized G. W. V. A. band played a concert this afternoon at the grounds of the New Brunswick Military Hospital for the benefit of the patients. The public were also permitted to attend and an excellent programme was given. The Fredericton Brass Band also played a concert this afternoon at Wilmot Park.

At the conclusion of the Police Commission meeting yesterday to consider appointments and the matter of Chief Finley acting as sub-inspector under the Prohibition Act, Chairman McKay declared that an adjournment had been made until next Friday without any action being taken.

Chief Warden L. A. Gagnon, who was sent by the Department of Lands and Mines to Kedgewick to report on the fire, returned last night and will report that the total losses suffered amounted to about $150,000, that between 35 and 40 houses and three lumber mills were destroyed, as well as a quantity of manufactured lumber, and that territory, approximately three by five miles square, was burned over.

The report of the department's investigator will also confirm the report that the conflagration originated from a number of fires set by settlers clearing lands, which got beyond control and were burning for several days before subdued by a proverbial torrential rain.

The crown lands were not affected by the fire, which was entirely on granted lands. A forest fire was reported on Friday about two miles from Oromocto. Although for a time it was thought that the fire might spread to some of the houses in the surrounding district, the quick work on the part of a number of the residents prevented the fire from getting a very good start before they had it under control and in a short time was extinguished. It is claimed by some of the residents that the fire was started intentionally by several boys who were playing truant from school. At any rate the authorities are looking into the matter to see if the report can be justified.

Lieut. Frank J. MacGibbon of this city, who recently returned from overseas, has taken a position with the Snowball Lumber Company of Chatham. He will be employed in making a survey of their licensed timber lands in co-operation with the provincial forest service. In 1915 Mr. MacGibbon received his degree from the University of New Brunswick, although at that time he was on active service.

Friends here have received invitations for the wedding of Lieut. Frederick Benn, M. C., late of the 26th New Brunswick Battalion, and Miss Lucy Wentworth, daughter of Mrs. J. Rufus Black, of Halifax, which will take place at the Brunswick street Methodist Church at Halifax on Wednesday, June 25. Lieut. Benn won his military cross at the Arras "show" about the time that Lieut.-Col. A. E. McKenzie, D. S. O., was killed, when he took over command of his company and displayed unusual gallantry and leadership.

AMHERST LOSES LEADING CITIZEN

A. D. Ross, Editor of the Daily News, Passes Out from Effects of a Paralytic Shock.

Special to The Standard.

Amherst, N. S., June 22.—The sudden death of one of Amherst's most prominent citizens in A. D. Ross, editor of the Amherst Daily News, occurred at his home tonight at 11.30. He has been ailing for a year and a half, suffering from the effects of a stroke of paralysis, although he has been quite active and able to attend to his work until the last few days. His death comes as a great shock to the community. His wife predeceased him two months ago. He is survived by two sons, Roland and Wilfred, at home; is also survived by one brother, John, and two sisters, Mrs. Bennett and Miss Elizabeth, of Amherst. The members of the family have the sincere sympathy of the community in their great loss.

MANY ARRESTS MADE AT WINNIPEG

Over a Hundred Taken in Custody as a Result of Saturday's Riot.

Winnipeg, June 22—Ninety-one arrests were made on Saturday afternoon and evening as the result of the rioting. Among those apprehended were six women. All will appear in police court tomorrow. Several additional arrests were made today on information supplied by eye-witnesses.

Fargo, N. D., June 22—Approximately 200 persons were killed by a tornado that struck Fergus Falls, Minn., this afternoon and wiped out three blocks in the business section of the city.

ESSEQUIBO DOCKS AT PORTLAND WITH 586 CASES

Maritime Province Cases Were Guests of the City Yesterday, Entraining in the Evening for Home—St. John Nursing Sisters Aboard.

Portland, June 21.—With 586 wounded Canadians aboard, the transport Essequibo arrived here this afternoon, after an uneventful voyage from Liverpool. With the exception of sixty for the Maritime Provinces, all the wounded were to be entrained before nightfall for various military districts in Canada. The sixty for the Maritime Provinces remain until tomorrow afternoon, and during the intervening time be guests of the city. Fifty of the invalids will be given a theatre party tonight, the remaining ten being cot cases. On tomorrow's programme for the entertainment of the wounded are a number of automobile parties made up for tours about the city and through the surrounding country.

Among those aboard the Essequibo were fifty-nine leg amputations.

The following officers and nursing sisters for the Maritime Provinces and Quebec province were on board:

Lt. D. D. G. Lang, Montreal; Captain G. E. Millette, Montreal; Captain D. B. MacDonald, Montreal; Lieut. C. W. Peckham, St. Anne de Bellvue; Capt. F. C. P. Roberts, Montreal; Lieut. G. B. Wooten, Fredericton, N. B.

Nursing sisters:

M. C. McLeod, Halifax, N. S.; M. E. MacKenzie, Halifax; I. L. Lockhart, St. John, N. B.; I. L. Smith, St. John, N. B.

HAS THE WAR SPOILED WOMEN?

London Judge Notices a Lowering of Morals—Evidence on the Streets.

London, June 18.—Has the war lowered the standard of morality in this country?

Mr. Justice Darling thinks that it has had a very deteriorating effect upon women, but other authorities declare that the four years of struggle have improved the nation's conception of life and elevated all classes of the population.

The judge's remarks were made during a case at the Old Bailey. He said the morals of the people was far better that the harm the war had done to yond any material damage.

In nothing had it done more harm than in the relaxation on the part of the women of this country. It had now reached a point, he added, that it could not be seen in a walk along the street, that women differed by the width of heaven from what their mothers were.

On the previous day, at the same court, the prosecuting counsel in the Forest Gate murder trial affirmed that the war had had the effect of making people, who were already vicious, still more vicious when they returned.

MUTINOUS TROOPS AT SUTTON CAMP

Refuse to Obey Orders—Four Hundred Arrested and Others Transferred to Different Camps.

London, June 22—(By the A. P.)—The mutinous conduct of troops at Sutton Camp, Surrey, which had been growing for the past ten days, culminated today in the formation of a committee by the men, and their refusal to salute or to obey orders. This morning two battalions of troops were sent to the camp in light fighting trim and with a machine gun. The troops arrested four hundred men, among them the ring leaders, and dispatched 1,800 other men to camps at Dover and Canterbury. The main grievance of the men was that they were being ordered to France.

ULTIMATE REFORM.

(S. E. Kiser, in Life.)

Let us reform the unshackled sinners
Who still have pleasure we may not share;
They shall have no wine when they eat their dinners—
But why, dear brethren, be halting there?
Let us not let up till we've gone the limit,
Let us make the lives of the joyous dark;
Wherever a pleasure is found, let's trim it—
If the sparrows can't warble, why should the lark.

Since we are solemn and cold and mirthless,
Is it right that others may still be gay?
Gladness is wicked and laughter worthless;
Let us legislate these evils away!
Let us pass a law to have love restricted,
And abolish beauty or veil its charm;
Let those who cause merriment be convicted
For bringing to others debauching harm.

Our inclinations must be the measure
To which all other men shall submit;
We must not forget that in killing pleasure
We save ourselves from the brimstone pit!
Let us find the end of our own desires,
And thence establish the final mark;
Make virtue sombre and quench Youth's fires—
If the sparrow can't warble, why let the lark?

LEAGUE AND TREATY DEPENDENT UPON EACH OTHER

Dr. Mezes Thinks League of Nations Practically Cements Terms Imposed Upon Germans.

Dr. Sidney E. Mezes, president of the College of the City of New York, who has just returned from Paris as a member of the American peace delegation declared last night that the convention of the covenant of the league of nations from the peace treaty would impair the world's peace, and that the delay caused would spread further the wave of extreme radicalism which is at present the most serious menace to the nations of Europe.

Dr. Mezes was director of the territorial specialists who had to do with the adjustments of the territorial claims of the world's powers. He declined to comment specifically on the Knox resolution, though he asserted that the league and the treaty were vitally dependent on each other. Dr. Mezes said:

"The league of nations practically cements the terms imposed upon the Germans. If it were separated it would mean that all the work would have to be done over and it would cause a great delay. The whole problem was so intricate that it was like a picture puzzle. It was made and put together piece by piece, and the league of nations is the pattern that runs through the whole treaty.

"There is a dangerous radical movement among the nations of Europe which delay will help. The only way to prevent this menace is to bring an early settlement of the treaty arrangements. The nations in Europe are like tinder fuses. They are sitting on powder magazines. The unrest and uncertainty will not start to abate at least until demobilization starts, and that waits on the treaty."

Despite criticism here, Dr. Mezes said that President Wilson's fourteen points had been rather faithfully observed. He said:

"President Wilson is still the dominating figure among the personages of Europe. Neither Wilson nor any one else was an autocrat. The adjustment of the interests of such a number of nations did not represent the opinion of any one individual in particular. The league of nations will prevent trouble at the start and is largely a prevention against the growth of danger.

"My own reply to the criticism of those who have drawn up the treaty is that men have vastly underestimated the complexities and the infinite difficulties. Of course, it isn't perfect. It doesn't embody the views of one individual, though it is a highly successful amboidment of all principles and a very sagacious adjustment of the interests of every nation involved."

The Germans will sign the treaty soon, Dr. Mezes said. They may wait until other nations threaten them, but they will sign it. They want to sign it now, but no one individual wants to put his name to it. The league will become operative as soon as the signatures are affixed.

Dr. Mezes said of Russia:

"I believe it will have to fry along in its own fat for a while. If everything that could have been done to help Russia had been tried during the last year, I'm afraid it would have been useless. Anything tsat could be done now would be of no help."

ANOTHER LIQUOR HAUL AT SYDNEY

$50,000 Worth of the Contraband Found in Freight Car.

Sydney, N. S., June 20.—Seventeen barrels of liquor were seized by Inspector J. B. McCormick at the C. N. R. freight sheds this afternoon. The liquor which was consigned to D. A. McDonald, was contained in a refrigerator car. The barrels now nicely fill one of the cells in the police station. The liquor was valued at $5,000.

WEIMAR COMPLETELY CUT OFF FROM ALL RY. COMMUNICATION

A Suddenly Called Railway Strike Causes Consternation in Government Circles Which See Spartacan Hand in the Move.

Bulletin—Weimar, Thursday, June 19, (By The A. P.)—Weimar tonight is completely cut off from railway communication with all sections of Germany because of a suddenly called railway strike. Airplanes and the telegraph are the only means of communication. Government circles see in the strike a new Spartacan attempt against the government. The reason given for the strike is a demand for an increase in wages.

In the meantime the German government and the various political leaders are held here until further notice. A majority of those here do not have sufficient clothes and fresh linen to last more than a day or two.

Sydney, N. S., June 20.—Two little Glace Bay girls, daughters of R. McLean and Joseph Lee, aged five and six years, strayed from their homes on Thursday afternoon. Prolonged blasts of the colliery whistle at Caledonia, at 11 o'clock at night, startled the people of the district and a general search was instituted. It was not, however, until this morning that a woman named Mrs. Graham found them wondering along, hand-in-hand, on a road some distance from their home. They had spent the night wandering about in the woods but apparently without suffering any serious harm.

Weimar, June 20, via London—A poll of the members of the various parties in the National Assembly seems to show that the peace terms cannot fail to be accepted. The majority Socialists, it is added, gave a considerable majority in favor of signing.

Attractive Suits And Overcoats

The distinction between men's and young men's styles is a distinction more in taste than in years.

Some young men prefer the men's styles, and some men want the ultra young fashions. You get what you want here. In every garment you get fine tailoring, skilful designing and correct fit.

New patterns in waist-seam styles as well as the regular models.

Suits, $25 to $60.
Overcoats, $15 to $48.

Gilmour's, 68 King St.

Open Friday evenings—Close Saturday at 1; June, July and August

THE WEATHER

Toronto, June 22—The pressure remains high over the Great Lakes and St. Lawrence Valley, while both east and west disturbances are increasing with a fallen barometer. Rain has been general in Manitoba, but from Ontario to the Maritime Provinces the weather has been fair.

Maritime—Northwest winds, fair and cool; except showers in eastern Nova Scotia.

DIED.

COWAN—Suddenly at her residence, 110 Victoria street, on the 21st instant, Elizabeth B. Cowan, widow of Moses Cowan, leaving one daughter, Mrs. Edith Golding; four grandchildren and two great-grandchildren.

Funeral this Monday afternoon at 3.30 daylight time.

Help reconstruction—Buy War Savings Stamps.

QUOTATIONS IN ST. JOHN MARKET

Groceries.

Sugar—			
Standard	$10.05	@	$10.10
Yellow	9.55	"	9.60
Rice	9.75	"	10.00
Tapioca	0.14	"	0.15
Beans—			
Pink eye	5.00	"	5.10
White	5.40	"	5.50
Cream of Tartar	0.60	"	0.68
Molasses	0.88	"	0.89
Peas, split, bags	6.25	"	6.50
Barley, pot, bags	5.50	"	6.75
Cornmeal, gran	6.00	"	6.15
Raisins—			
Choice, seeded	0.16	"	0.16½
Fancy, seeded	0.16½	"	0.17
Salt, Liverpool, per sack, ex store	2.20	"	2.25
Soda, bicarb.	4.75	"	4.85

Meats, Etc.

Beef—			
Western	0.18	"	0.22
Country	0.15	"	0.17
Butchers'	0.18	"	0.20
Veal	0.16	"	0.18
Mutton	0.18	"	0.22
Butter—			
Tub	0.40	"	0.45
Roll	0.45	"	0.50
Fowl	0.00	"	0.60
Potatoes, barrel	0.00	"	3.00
Eggs	0.45	"	0.47

Fruits, Etc.

Bananas, per lb.	0.00	"	0.09
Lemons	7.00	"	7.50
Cal. Oranges	6.00	"	7.00
Peanuts, roasted	0.16	"	0.22
Bermuda onions	0.00	"	6.00

Fish.

Cod, medium	11.00	"	0.00
Finnan Haddies	0.00	"	0.12
Haddock	0.00	"	0.06
Halibut	0.00	"	0.20
Box Herring	0.00	"	0.35

Canned Goods.

Corn, per doz	2.35	"	2.40
Beans—			
Baked, 2s	1.90	"	1.95
Baked, 3s	2.50	"	2.55
String	2.45	"	2.50
Beef—			
Corned 1s	4.00	"	4.90
Corned 2s	9.00	"	9.25
Peas	1.60	"	2.25
Peaches, 2s	3.10	"	3.15
Plums, Lombard	2.35	"	2.40
Raspberries	4.40	"	4.45
Salmon, per case	8.50	"	15.00
Clams	7.35	"	7.40
Oysters—(Per doz.)			
1s	2.25	"	2.50
2s	4.30	"	4.35
Tomatoes	2.00	"	2.10
Strawberries	4.40	"	4.45

Flour.

Government standard	0.00	"	12.50
Ontario	0.00	"	12.30
Oatmeal, standard	0.00	"	0.00
(No quotation).			
Oatmeal, rolled	0.00	"	10.00

ATTENTION.

The weir owners of St. John and Charlotte counties to clear up the uncertain fishing conditions prevailing at the present time, and to alleviate the distress among those dependent on the sardine packing industry in the various American towns, the executive of the St. John and Charlotte counties' Weirmen's Association have decided to adopt a minimum price of $10 a hogshead.

The Eastport Board of Trade have welcomed this move on the part of the Association and their influence will, without doubt, insure its success. In these times of abnormal conditions the executive feel that co-operation is necessary and that the move is in the best interests of all concerned. With the return to normal conditions in the future the power of the Association will be enhanced.

GEORGE F. FRAULEY,
President.
OSCAR HANSON.
Secretary.

LIMITS TO AERIAL TRANSPORT, DECLARE BRITISH OBSERVERS

Plane is Not to be Figured for Everyday Freight or Passenger Traffic in This Expert's View.

The possibilities and limitations of commercial aviation are examined in "The Manchester Guardian" by an expert signing himself "A Former Director of Aircraft Equipment, Royal Aerial Force." He says:

"So much has been written and spoken during the last few months on commercial aviation that it is desirable for the business man unversed in aviation matters to view the subject in true perspective. Unfortunately official and other pronouncements have been confined to generalities of its unlimited possibilities and of its national importance, and, lacking the necessary facts from which true conclusions can be drawn, these pronouncements have proved misleading rather than helpful.

"The considered views of a business man who, during the war, has got at first hand an intimate knowledge of the possibilities and limitations of aircraft, and is fully acquainted with the available facts and figures on which accurate calculations can be based, may therefore prove of interest to other business men who have not enjoyed similar opportunities.

"The serious objections raised against commercial aviation are (1) its danger; (2) its high cost; (3) its uncertainty.

Danger Minimized.

"Of these objections, the first may be dismissed with brief consideration. Aeroplanes have been developed along the lines of 'inherent stability,' so that an experienced, cool-headed pilot runs the risk to life, in ordinary straightforward flying, is very small and certainly out of proportion to the risks incurred with other forms of high-speed transport. The heavy losses in the air during the war and the large number of accidents to cadets who were hurriedly and necessarily under very high pressure, are sure, have tended to create a false impression of the dangers of flying.

"With regard to the second objection, the most fantastic and widely divergent figures have been published on the subject of the rates at which passengers and goods can be carried. Omitting detailed calculations, all the facts and figures may be of interest, all of those being quoted from a close knowledge and experience obtained from the direction and control of thousands of airplanes, their engines, spares and equipment.

"The only type of airplane which can be considered seriously for commercial aviation is that which is known under war conditions as the 'heavy bomber.' Complete with engines, the price of this machine is £6,000, while its larger brother, provided but very little, and in this connection, representing at the present time the nearest approach to a commercial transport vehicle, costs complete $100,000.

Estimate of Loss.

The average monthly loss of planes in France was 50 per cent., while in addition an allowance of 10 per cent. per month was made to cover losses incurred in transporting machines by air from airdrome to airdrome in this country and to their destinations in France, and this latter figure, as a minimum, 100 per cent. per annum, is a fair estimate of the amount to be provided for in commercial aviation.

"An airplane requires a complete overhaul after 120 hours' flying. Then an airplane engine must be dismantled and overhauled after every eighty hours' running, while the value of the spares absorbed in keeping the airplane and engine in running order for six months is equal to the original cost of the machine.

"On an average throughout the year not more than one day out of three is fit for flying, and five hours per flying day is a good day's work for an airplane, giving a total of 610 hours flying per machine per year. Allowing an average speed of ninety miles per hour—a high figure for this type of machine—the total mileage per annum per machine per year is 54,900, while the maximum useful load for this machine may be taken to be 1 1-2 tons.

Prohibitive Cost.

"On the basis of the various figures given, and adding the cost of pilots, observers, ground staff, fuel, oil, insurance, offices, staff and administrative expenses, and on the further assumption that adequate airdrome accommodation will be provided by the government at a reasonable charge for each machine landing there, the cost per ton-mile is $7.

"Figures prove conclusively that mails and light parcels are the only goods traffic for which aviation will be able to compete. To pay $3.30 for the conveyance of a one-pound parcel 1,000 miles is a business proposition, but to pay $15 for the conveyance of goods weighing less than half a pound over the same distance is inconceivable.

"Some small passenger traffic may also be looked for.

"The cost of aerial transport, therefore, may be considered to limit its scope to the conveyance of mails and parcels, and of passengers whose business engagements are undertaken under circumstances of very exceptional urgency.

Possibilities Limited.

"The greatest objection to aerial transport, however, is the third, that of uncertainty, due to varying atmospheric conditions. This objection applies particularly to this country, where experience in the movement of tens of thousands of aeroplanes has proved that not more than one day out of three is fit for flying. I have known whole months during the last few years in which it has been impossible to fly on more than four or five days, while there have been continuous periods of ten days during which nothing at all has been possible. A little may be done to make flying possible on days hitherto considered unsuitable, but very little, and in this country where fogs, low clouds, and rain storms are constantly present, a regular daily aerial service will never be possible.

"The practical possibilities of com-