

EDITORIAL VIEWS ON THE
DEFLECTION OF DR. CLARK

The following extracts are from editorials in the Canadian press dealing with the break-away of Dr. Michael Clark from the Progressive party.

The Montreal Gazette:

"His experience seems to have convinced him that political salvation is to be found in some other way than the leadership of the United Farmers in Canada. Group government, which is what the Farmer-Progressive leaders expect to follow, such success as they gain, Dr. Clark cannot accept."

"Class consciousness, he affirms, is more the less selfishness, and none the less devoted to the cause it appears in farmer and labor parties."

The Galt Reporter:

"Dr. Michael Clark cannot stand for Group Government. . . He has broken with Western Agrarians, refusing dictation at their hands."

"Our Western Canada Townships would be the country to the brink of disaster were they given the power to dictate legislation at Ottawa, The Montreal Daily Star."

"Today, though a Radical of the Radicals, he (Dr. Clark) finds his principles in sharp conflict with the gospel of his fellow Radicals of the prairies. He has agreed notice on the conference of the National Progressive leaders at Edmonton, that they cannot count him as a candidate in Alberta, because his Liberal principles do not permit him to be deluded by the old folly of 'group government'."

"If the farmers are well advised, they will listen to Dr. Clark. He is their friend and not their enemy. Some of the visionaries and 'elocutionaries' who are marshalling the grain-growers of the West into a class movement in politics are preparing for their dupes an immense disaster."

The Halifax Herald:

"Dr. Clark is too much of a British Liberal to stand for the class-domination being plotted by the Wood-Crerar combination and the United Farmers. He is too convinced a Free Trader to endure the dilly-dally and shilly-shallying of Mr. King and his followers in the East."

The Amherst News:

"The denunciatory views of Dr. Michael Clark in regard to the group government program of the Agrarian Party in the West, are not very different from those which have been expressed frequently by Premier McEwen."

"There is a logic and, whatever his personal popularity may be with the Farmer leaders or even in his own constituency his views will not be downed by calling him names."

The Sydney Record:

"Dr. Michael Clark's defection from the so-called National Progressive Party will be a serious blow to that organization . . . because of his eloquence and effectiveness as a campaigner and because of the outstanding position he has attained in the political life of the country."

The Kingston Standard:

"When one remembers that Dr. Clark is himself a farmer of large proportions in the West, his repudiation of Crerar and the policies for which that gentleman stands cannot but have far-reaching effect and certain to start even the farmer themselves to question whether they are wise in allowing themselves to be misled by an avowed Free Trader such as Mr. Crerar clearly is."

The Manitoba Free Press:

"The disavowal which Mr. Wood's domination of the farmers organization in Alberta is likely to do the Progressive movement in Canada, is illustrated by the action of Dr. Michael Clark in severing his connection with the Progressives, preliminary, no doubt to offering himself as an independent candidate in the constituency which he has so long represented."

The St. Thomas Times-Journal:

"It may be inferred from Dr. Clark's action that Mr. Crerar has accepted the fantastic Wood-Morrison policy and that the Progressives will enter the campaign definitely as a class party."

The Regina Morning Leader:

"The new party has travelled a long distance from the broad and liberal spirit that moved the Hon. Mr. Crerar at Prince Albert last year to invite the co-operation of all those who saw eye to eye with the farmer on the great problems of the day in order to reach the narrow and self-centred class consciousness described by Dr. Clark."

The Guelph Herald:

"The idea of group government which is the mainstay of the Agrarian movement, was too much for Dr. Michael Clark, of New Deer, and he consequently withdraws from the party headed by Hon. Mr. Crerar. When Canadians come to seriously consider this question, and what it leads to in Federal matters, they will take the same view as did the sensible Dr. Clark, who was prepared to go as far as anyone in free trade but could not see Canada's responsible government placed in the balance by the Agrarians."

The Saskatoon Daily Star:

"The impression that will be taken everywhere from his letter as Dr. Clark must have known in writing it, will be that Mr. Crerar approves of the Alberta idea and that he (Dr. Clark) is parting company with him and the United Farmers and the Progressive party on that issue."

The Toronto Evening Telegram:

"Dr. Michael Clark's break with the Crerar party represents no common sacrifice. Dr. Clark has preached free trade for many years and now he leaves the fight during its hottest phase."

"His opinion as to the meaning of the organized farmer movement in politics will carry great weight in the country."

The Edmonton Journal:

"Dr. Clark is unwilling to follow Mr. Wood as a political dictator, however willing he might be to acknowledge his qualities as U.S.A. pro-

ident, and since Mr. Crerar is committed to the acceptance of the Wood-Crerar policy and campaign methods he cannot have Dr. Clark's support."

The Brandon Sun:

"The defection of Dr. Clark is a blow to the Farmers' political party. They are attempting to bandage the wound, but it was so severe that Hon. T. A. Crerar hastened to Edmonton to meet H. W. Wood in order to assist the doctors."

The London Free Press:

"This means that the party led by Hon. T. A. Crerar will enter the campaign as a class party. Only farmers will be allowed to name candidates and only farmers will be selected. The action of Dr. Clark and the evident dominance of Mr. Morrison and Mr. Wood in the councils of the party makes all the more serious the situation which faces the electors of this country."

The Montreal Herald:

"The great parliamentarian (Dr. Clark), has evidently felt the iron hand of Mr. Wood, the overlord of the agrarians in Alberta, and has seen at close range a working example of the system under which Farmers' Government was made possible in the province . . . The spectacle of a member of a British legislature bound hand and foot to the tyranny of an organization not responsible to the public has frightened Dr. Clark as it will frighten every spirited citizen of the Dominion."

The Toronto Mail and Empire:

"Though Mr. H. W. Wood is the man from Missouri, not from him comes the challenge, 'Show me!' but from the former marshal of Mr. Wood's group in the House of Commons, Dr. Michael Clark. Dr. Clark demands to be shown how the idea of class politics and group government can be reconciled with democracy in this country and neither Mr. Wood nor Mr. Crerar can show him. When Dr. Clark himself does some showing, he shows that Canada could not have group government without wiping out nearly everything it has gained in the way of political liberty."

French Premier
May Make Short
Visit Overseas

Newspaper Statement That
Briand Would Not Go Was
Quickly Denied.

Paris, Sept. 27.—Premier Briand is sticking to it that his present intention is to attend the Washington conference. This morning an American newspaper, published here, came out with the statement that neither he nor Sarraut, Minister of the Colonies, would attend it, but before ten o'clock a denial was issued from the Ministry of Foreign Affairs, and a statement was made that nothing had been changed in the arrangements made.

That statement came only a few hours after the publication of the news that perhaps after all Premier Lécuyer would go, and it must be taken to represent the French Premier's real personal intention. He, at least, has been constant in his acceptance of the invitation and intention to attend the conference and he is so still. But there is no politician now living—not even Lloyd George himself—quieter to seize and balance the weight of public opinion and in these past weeks Mr. Briand has seen a very considerable and very hostile opinion arising against his participation in the conference. At the same time he has been carefully studying the proposed programme of the conference and the Franco-American situation generally, for France, Mr. Briand has been keeping his eye on his own position.

What conclusions he has come to will be known only as events disclose them. But to those around him he has indicated the belief that he will be possible for him to overcome opposition, and that his presence at the conference will be beneficial both to France and to his own political situation. At the same time he has been compelled by circumstances to modify his original intention. It now appears that he is not likely to sit at more than the opening of the conference, and that he will be in the position of a French representative. The opposition to his long absence is too strong to permit that, and his stay in the United States will be limited to about a week. During that time he will not be so much occupied with the conference proper as with the general relations of France and the United States. That is what interests Frenchmen, and their concern for the Pacific is remote and impartial.

These general conventions will result in anything definite in the case of the renewal of the Triple Alliance agreement of 1919 is no longer even hoped. Since 1919 France has learned, much about America, and she is coming to realize that freedom from foreign alliances, for the present, at least, is the ruling principle of American foreign relations. She knows that there is nothing to be had in the way of a definite promise.

On the other hand, there is much that Mr. Briand might do for France in the way of presenting her argument case, in combating propagandist statements and false ideas which have gained greater currency through German aid. For instance, the Premier is not likely to neglect the argument that France's military has army of nearly 600,000 men because the United States did not ratify the Anglo-American defence agreement. He is certain to represent the case of France with this statement, that she trusts her friends, and while she must keep up her land forces she is seeking to create no rivalry at sea, but more than any country has deliberately curtailed her armaments on Pacific motives.

With such a programme before him, it is almost certain that the Premier will win a vote of confidence from the Chancellor next month, and its approval of his few weeks' absence. Indeed, this afternoon his opponents in the press are beginning to write that if he means to make only a short stay, no harm and perhaps some good, will be done by his attendance at the conference.

The Journal puts the matter tersely with the statements:

"If Mr. Briand is going to make only a brief stay in the United States his

Crew Saved After
Grim Struggle In
Hurricane At Sea

Battered, Cut and Bruised, 30
Sailors Rescued After Arduous Experience.

New York, Sept. 27.—Battered, cut, bruised and glad to be alive, Captain Giuseppe Schiavino and his crew of twenty-nine men limped down the gangway of the Spanish cargo boat Cabo Cruz at the Erie Beach today, having been rescued in mid-ocean after a hurricane had beaten the Italian freighter Alacritia beneath the waves and buffeted them about in open lifeboats for three days.

The freighter was caught in the same furious winds that gave a rough time to the Saville, the Baltic, the Faros and other big boats on their latest westward crossing. The hurricane gripped the lumbering ship, hurled her into the trough of the sea, tossed her about and banged her rudder to bits. The Alacritia, of 1,690 tons registry, was bound from New Orleans and Norfolk for Barcelona, Spain, in the heavy seas that hourly grew more menacing as the rudders ship wobbled helplessly, the cargo shifted, causing the craft to list so badly the wind snatched away her hair.

After that it was touch and go, to founder, while the weather still was so rough that no lifeboat could be lowered. But men died ropes about their waists, made them fast to stanchions and scrambled for the hatchways at peril of their lives. Their daring won, and in the end the death of the vessel was postponed until they succeeded in partially shutting off the flood in the hold.

Thereafter they manned the pumps in weary turn and sought to keep themselves afloat, while the ship grew ever more lopsided and the wind rose ever higher. All through the day of September 16 the losing fight went on. Next morning just before dawn, as the winds softened, and Captain Schiavino, realizing that his vessel was doomed, in all events, and fearing that if he delayed longer he might spring a sudden leak that would plunge her to the bottom before the men could leave, decided to commit the ship's company to the open sea.

Dived Into Sea.

After a hard fight the two lifeboats were cast into the water, each supplied with a small quantity of water and crackers. Because of the vessel's list and the damage to the davits they could not be swung away properly so into each was put a lantern, that the men might know its position. Then officers and crew climbed on the deck. One at a time they dived into the sea, helped by the surging waves and clambered into one of the open boats.

The Alacritia had no sending wireless, and she had no means of making calls for help. Down she went, the miserable, shipwrecked men the faintest smudge on the horizon, so they divided the rations, took a swig of water and went off in two lifeboats that the might keep rowing whither they knew not.

The weather moderated and it became possible to make out the ship. There was no hope of making land, it was just a question of keeping afloat until some liner or passenger tramp should discover their plight and come to their aid. For three long days, growing hunger thirst and weariness kept them moving about, making so little progress that in the end they were forced to give up. They were the Alacritia plummeted to her grave, soon after they took to the boats.

At times they rowed furiously for the sheer satisfaction of doing something. At other times they lay to and prayed. At last, on the morning of the fourth day, when the English liner, the Albatross, was sighted, the men hailed her with shouts of joy. She was bound from Seattle to New York, and had steamed far from the regular steamer lane to evade the full brunt of the hurricane.

Gave Thanks First.

Showing gratitude and waving the tattered remains of the scanty garments in which they had quitted their own ship, the Alacritia men soon were rewarded with signals that the Cabo Cruz had sighted them.

Soon Captain Juan Zabala and his crew of the Cabo Cruz, a small little steamer, whose first they knelt and gave thanks for their rescue, then overhauled their salvaged gear with gratitude. And when they were all safe, each garment as the Cabo Cruz's men could spare to take out their own scant attire, and then rest. The men all arrived here virtually exhausted, but they were in good luck. They were placed in charge of the Italian immigration Society and found haven in its headquarters, where they will be cared for until they can be sent back to Italy.

It is almost certain that the Premier will win a vote of confidence from the Chancellor next month, and its approval of his few weeks' absence. Indeed, this afternoon his opponents in the press are beginning to write that if he means to make only a short stay, no harm and perhaps some good, will be done by his attendance at the conference.

The Journal puts the matter tersely with the statements:

"If Mr. Briand is going to make only a brief stay in the United States his

presence will not compromise the march of events, and his ephemeral participation in the work of the conference will not compromise the liberty of action of the negotiators.

Who these negotiators will be is not yet certain, although it is understood that M. Juseurand will be included in the delegation. It is suggested that M. Loucheur might be sent, but in view of his present thousand activities, it is scarcely possible that he will consent to spend three months in America.

As for Mr. Briand, by judicious alteration of his plans according to opinion and circumstance, he now seems certain to attend the conference, do France's position some good by his visit and consolidate his position at home. That is about all he expects to get from the conference.

R. M. S. P.

From HALIFAX to the WEST INDIES

S.S. Chilneote Sept. 30
S.S. Caraque Oct. 14
S.S. Chaudiere Oct. 28
S.S. Chaleur Nov. 11

Ships of the West India Service sailing from Halifax call at Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara, returning to St. JOHN, N. B.

The Royal Mail Steam Packet Co.

WILLIAM THOMSON & CO., Agents. HALIFAX, N. S.

MARINE NEWS

Protector at Montreal.
The Protector, C. P. R., with 237 cabin and 189 third class passengers from Glasgow reached Montreal yesterday.

Victorian at Liverpool.
The Victorian, C. P. R., from Montreal, arrived at Liverpool Sunday. Empress of France sailed from Quebec for Liverpool Sunday.

Tunisian Leaves Glasgow.
The Tunisian, C. P. R., left Glasgow Sunday afternoon for Montreal where she is due to arrive on October 3rd.

Empress of Britain.
The Empress of Britain from Liverpool is due at Quebec today.

Rathlin Head, McLean Kennedy Ltd., arrived at Montreal Monday from Belfast to load back for the same port.

Sower at Hull.
The Canadian Sower, from this port arrived at Hull on Friday last.

Canadian Sealer.
C.G.M.M. ship Canadian Sealer from St. John's Nfld., docked at Montreal Saturday.

Sealer Movements.
Barkentine Maud of England has been chartered to load coal at Hampton Roads, Va., for Bathurst, N. B. Sch. Robert W., arrived in port yesterday morning from Boston, Mass. in ballast and will load a return cargo of lumber for this port.

Sch. Abbie C. Stubbs was towed through the falls yesterday en route to Gagetown, N.B., to load lumber for New York.

Sch. Margery Austin cleared and sailed Tuesday for St. John's, N. S., to load lumber for New York.

To The Antipodes.
S. S. Canadian Cruiser will begin her maiden voyage from Montreal to Australia and New Zealand October 3. She is the queen ship of the C. G. M. fleet, and is the largest ocean-going ship ever built in Canada. The keel was laid Oct. 3, 1919, and the launching took place July 12 of this year. The steamer is now at Halifax, having the finishing touches put to her fittings. She was built by the Halifax Shipyards Co. She has a deadweight tonnage of 15,000 tons and can take 50,000 bushels of grain. Her speed is thirteen knots.

Had 100 Passengers.
S. S. Governor Dingley arrived at noon Tuesday from Boston with 100 passengers.

Tug For St. John.
Capt. Frank D. Stevens left Tuesday evening with a crew for Halifax to bring the tug Togo to this port for Nagle & Wigmore.

Ocean Liners Not
Delayed By Storms

Although stormy weather was encountered during almost the entire trip across the Atlantic, it was not sufficiently severe to delay the Minnedosa, Scandinavian and Saturnia, all three of which arrived in Montreal over the week-end well up to schedule time.

From St. John, large passenger lists were carried by the three steamers, the Minnedosa bringing to Canada 505 cabin and 860 third class passengers; the Saturnia, 327 cabin and 601 third class, and the Saturnia 234 cabin and 210 third class. Apart from adverse weather conditions, the ships' commanders reported satisfactory trips with comparatively little sickness.

Among the third class passengers landed by the Canadian Pacific liner Minnedosa at Quebec were 96 English going to the western provinces to engage in domestic service. They were under the care of Adjutant Edith Radson, of the Salvation Army, and Conductress Faye, of the C. P. R., and left for the West on two special cars, one of which will stop at Winnipeg and the other at Vancouver. There was also a party of 63 boys and 71 girls from St. Barnabas' Homes in England, in charge of Mr. J. W. Hobday, director of the homes in Canada, and Mrs. Hobday. The average age of the children was 12 years, and each had spent approximately four years in one of Dr. Barnardo's homes in England. The boys will remain in Toronto and the girls in Pakenham, Ont., until their adoption by Canadian families.

presence will not compromise the march of events, and his ephemeral participation in the work of the conference will not compromise the liberty of action of the negotiators.

Who these negotiators will be is not yet certain, although it is understood that M. Juseurand will be included in the delegation. It is suggested that M. Loucheur might be sent, but in view of his present thousand activities, it is scarcely possible that he will consent to spend three months in America.

As for Mr. Briand, by judicious alteration of his plans according to opinion and circumstance, he now seems certain to attend the conference, do France's position some good by his visit and consolidate his position at home. That is about all he expects to get from the conference.

City of Saint John

Sealed Tenders will be received by H. E. Wardrop, Esq., Common Clerk, up to

MONDAY THE TENTH DAY OF OCTOBER NEXT, at 12 o'clock noon for the supplying of 450 yards of Blue Serge for the Police and Fireman's uniforms, viz—450 yards of 22 oz. color and dye to be guaranteed. To be delivered on or before January 1st, 1922.

All Tenders to be addressed to H. E. Wardrop, Esq., Common Clerk, and samples to PUBLIC SAFETY DEPARTMENT.

The lowest or any tender not necessarily accepted.

Dated at St. John, N. B., September 24th, 1921.

JOHN THORNTON, Commissioner Public Safety. ADAM P. MACINTYRE, Comptroller.

C. P. R. TRAIN CHANGES

The winter schedules on the Canadian Pacific Railway will go into effect on Sunday October 2nd. The Macdonald express will leave at 7:30 a.m. local time, and arrive back at 10:05 p.m. The first Montreal train will leave at 4:30 p.m. and will run daily except Sunday. The later Montreal express will leave at 7:30 p.m. and will operate every day. The early morning train from Montreal will arrive at 6:35 daily and the noon train will arrive at 1:30 p.m., every day except Sunday. The Express for Boston will leave at 6:45 p.m. and arrive in city at 1:05 p.m. There will be no change in the express to and from Fredericton. All suburban trains on the Walsford service cancelled. There will be no change in the Shore line trains.

CANADIAN PACIFIC

Passenger Train Service from St. John Effective October 2nd. Daily except Sunday unless otherwise stated.

Eastern Times.

Departures.

6:30 a.m. Express for Macdonald, making branch line connections.

9:20 a.m. For St. Stephen via Shore Line.

3:30 p.m. Montreal Express, making branch line connections.

4:10 p.m. Express for Fredericton.

5:45 p.m. Express for Bangor, Portland, Boston, etc.

6:30 p.m. (Daily) Montreal Express.

Arrivals.

5:35 a.m. (Daily) Montreal Express.

7:50 a.m. Fredericton Express.

12:05 p.m. From Boston, Portland, Bangor, etc.

12:30 p.m. Montreal Express.

2:30 p.m. From St. Stephen via Shore Line.

9:05 p.m. From Macdonald and branch line connections.

N. R. DesBRISAY, D. P. A., St. John, N. B.

FURNACE LINE

ST. JOHN N. B. AND LONDON

From Manchester To Manchester About Sept. 27. Man. Merchant . . . Oct. 12

Passenger Ticket Agents For North Atlantic Lines

FURNESS, WITHEY & CO., LIMITED

ROYAL BANK BUILDING

TEL. MAIN 2516

EASTERN STEAMSHIP LINES, INC.

INTERNATIONAL LINE

PASSENGER AND FREIGHT SERVICE BETWEEN ST. JOHN AND BOSTON

Steamship Governor Dingley will leave St. John every Wednesday at 8 a.m. and every Saturday at 6 p.m. (Atlantic Time) for Boston. The Wednesday trips are via Eastport and Leduc, due Boston about 11 a.m. Thursday. The Saturday trips are to Boston direct, due Sundays about 2 p.m.

Return—Leave Boston Mondays and Fridays at 10 a.m. (Daylight Saving Time) for Eastport, Leduc and St. John.

Fare \$10.00 Steerage, \$2.00 up. Direct connection at Boston with the Metropolitan passenger and freight steamers to New York via Cape Cod Canal.

For steamers, rates and additional information, apply to

A. C. CURRIE, Agent, St. John, N. B.

TIME TABLE

The Maritime Steamship Co. Limited.

Commencing June 7th, 1921, a steamer of this line leaves St. John Tuesday at 7:30 a.m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.

Leaves Black's Harbor Wednesday, two hours of high water for St. Andrews, calling at Lord's Cove, Black Bay and St. John's.

Leaves St. John's Thursday, calling at St. George, L'Anse-au-Loup, Black Bay and Black's Harbor.

Leaves Black's Harbor Friday for Dipper Harbor, calling at Beaver Harbor.

Leaves Dipper Harbor Saturday at 8 a.m. Daylight Time. Freight received Mondays 7 a.m. to 5 p.m.; St. George freight up till 12 noon.

Agents, the Thorne Wharf and Warehousing Co., Ltd.

LEWIS CONNORS, Manager. Phone Main 2551.

Business Cards

MARRIAGE LICENSES.
MARRIAGE LICENSES issued at Wason's, Main Street and Sydney Street.

FILMS FINISHED.
Send any roll with 500 to Wason's, Box 1243, St. John, N. B.

VIOLINS, MANDOLINS
And All String Instruments and Bow Repaired.

STEVEN GIBBS, . . . St. Sydney Street.

OXYGEN AND ACETYLENE WELDING of all descriptions and in all metals. Auto and machine parts, tanks built of any description and for any purpose. All work guaranteed.

MOORE WELDING WORKS.
Phone M. 3436 27-31 Paradise Row.

ELEVATORS.
We manufacture Electric Freight, Passenger, Hand-Power, Dumb Waiters, etc.

E. S. STEPHENSON & CO.
ST. JOHN, N. B.

ISAAC MERCER
Carpenter and Builder,
Shop, 10 St. Andrews Street,
Residence, 157 Queens Street,
Telephone, Main 1770.
All Kinds of Jobbing Promptly Attended To.

Designs and Estimates prepared to Customer's Requirements.

EMERY'S
CABINETMAKERS, UPHOLSTERERS
125 Princess Street
St. John, N. B.
Reproductions of Eighteenth Century Furniture.

W. Simms Lee, George H. Holder, F. C. A. C. A.

LEE & HOLDER,
Chartered Accountants
QUEEN BUILDING, HALIFAX, N. S.
Rooms 19, 20, 21, P. O. Box 723
Telephone, Sackville, 1212.

Signs, Extension Ladders and Trestles

H. L. MACGOWAN & SON
HOUSE AND SIGN PAINTERS
Phone Main 697.
79 Prince Edward St.
ST. JOHN, N. B.

FRANCIS S. WALKER
Sanitary and Heating Engineer.
No. 14 Church Street

W. F. O'CONNOR, K. C.
OTTAWA
Legal Counsel
Practice in Court confined to Courts of Dominion jurisdiction.

—THE—
QUEEN INSURANCE CO.
Offers the Security of the Largest and Wealthiest Fire Office in the World.

C. E. L. JARVIS & SON,
Provincial Agents.

HARNESS
We have a few Military Riding Saddles, slightly worn, regular price \$35, which we offer to clear at \$15. See our line of Driving Harness from \$25.00 to \$50.00 upwards. Large stock Trunks, Bags and Suit Cases at low prices.

H. HORTON & SON, LTD.
9 and 11 Market Square.

WANTED
WANTED—Middle aged woman for general house work. 12 Charles street, off Garden street.

Paris, Sept. 26.—The last living pupil of Chopin has just celebrated his 91st birthday in a rickety Paris garret. His name is Peru and since the war he has been living in poverty. He was once a concert performer of considerable ability and still is able to play thereby eking out an existence by giving lessons to a single pupil on an instrument lent him by a piano house, "in memory of Chopin."

When visited he was found celebrating his anniversary by playing Chopin's "Polonaise." Afterwards he recounted many anecdotes of his famous master, to whom he went from the school of the celebrated teacher, Kalbrenner, when he was 18 years old. Peru declared Chopin showed all the eccentricities of genius in everything he did. He always was miserably lodged, always preoccupied about his health and was incapable of keeping money he earned more than a single day, but always was elegantly garbed especially in gloves. Peru declared Chopin never executed his compositions twice in the same fashion and that "his piano sang, wept and murmured while we listened without breathing."

Poor Stuff.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

POOR STUFF.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

POOR STUFF.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

POOR STUFF.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

POOR STUFF.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

POOR STUFF.
"This magazine cannot be awful," said Peter; "I found it doggone it. All gas and no meter." (Cincinnati Enquirer)

Business Men's
Dinner

served promptly from mid-day to 2.30 p.m. The reasonable menu is changed constantly, and food prepared by skilled chefs under special sanitary conditions.

Dinner 60 Cents.

LaTour Hotel
KING SQUARE

ROYAL HOTEL
King Street
St. John's Leading Hotel,
RAYMOND & DOHERTY CO., LTD.

VICTORIA HOTEL
Better Now Than Ever,
87 KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd.
Proprietors,
A. M. PHILLIPS, Manager.

For Reliable and Professional OPTICAL SERVICE Call at S. GOLDFEATHER, Optometrist — 629 Main Street

POYAS & CO