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AutoStrop Safety Razor Co., Limited
AutoStrop Building, Toronto, Canada

LARGE NUMBER MEET MINISTER AT BANQUET TABLE

Hon. R. W. Wignmore Is Guest at Bond's

Speaks of This Port and His Interest in Its Development — Supports Harbor Commission — The New Hotel.

More than 180 citizens, representing the different activities of the city, tendered a public dinner last night in Bond's restaurant to Hon. Rupert W. Wignmore of St. John, recently appointed minister of customs and internal revenue in the Meighen cabinet. The dinner, which was purely a civic affair, and non-political, was open to the public, by subscription.

Mayor Schofield presided with the guest of honor, Mr. Wignmore, at the speaker's table. Others at the speaker's table were Senator Daniel, Robert T. Hayes, Commissioner James H. Frink and Commissioner Thomas H. Bullock, all former mayors of the city, and James Lewis, son of the late Mayor Wignmore.

After the toast to the king had been honored, Mayor Schofield explained how a committee composed of W. F. Bond, E. J. Terry, R. E. Armstrong, H. C. Schofield, R. B. Emerson, A. P. Patterson, A. H. Wetmore, George Warwick and himself had been selected to arrange the reception. He said the friends of the minister had met to welcome him, not as an official of the government, but as a citizen. He called upon Mr. Hayes, as the late mayor of the city, to introduce the guest.

Mr. Hayes expressed pride in the honor that had been bestowed upon the local representative by the premier of the Dominion.

Hon. Mr. Wignmore.

Greeted with applause Hon. Mr. Wignmore said that he had come at the request of his neighbors and friends, not particularly to make a speech, as he would make a definite political speech at a later date. He said he would do his duty as he saw it, as he had done as an official of the government, but as a citizen. He called upon Mr. Hayes, as the late mayor of the city, to introduce the guest.

Mr. Hayes expressed pride in the honor that had been bestowed upon the local representative by the premier of the Dominion.

As a member of the government, said the speaker, "I do not represent any political party. I am a minister representing the province of New Brunswick as a whole. My aims and objects shall be to do the most good for the port of St. John, for the city of St. John and for my native province. I would not have accepted the appointment to the cabinet if it had been involved in party politics; I want to be independent and free in the matter."

As a member of the local council he had been interested in the work of the harbor of St. John and as a member of the federal house, he said, he had worked night and day in the interests of the city. His ambition was to see at St. John a port where all needed work can be carried on and he had faith in the future. Halifax was a good port, but St. John to his mind would always be the one great winter freight port of the Dominion.

As a member of the Dominion government, he represented the whole country, but he was bound that the claims of the port of St. John should not be ignored. His one desire was to go to Ottawa and place the needs and rights of the port before the premier and his colleagues in the cabinet. He was disappointed when the supplementary estimates did not provide for the harbor improvements here, and when the fact was known there had been something done for a few days in Ottawa, but seventy-five per cent. of the estimates had been blue-pencilled while St. John had been voted almost \$200,000 by the different departments. He was determined, however, that the extension of the Negro Point breakwater to Partridge Island must go on, and it should go on, or he said there would be "something doing at Ottawa." If he could not persuade his colleagues upon the necessity of this work, he did not think that he would be of much use as a representative and his place should be filled by someone else.

The men who compose the present

executive council have impressed him, said the speaker. The new premier, Hon. Arthur Meighen, was the right man in the right place, he thought, and one of the ablest in the country today. He was the man responsible for the Grand Trunk Railway transaction, which no one else could have put through so successfully and which would be a great advantage to St. John in the years to come.

When he had visited his offices in Ottawa, he had looked upon the portraits of his predecessors hanging from the walls, and as he gazed into the eyes of the first New Brunswick man to hold the office of minister of customs, he prayed that he might do as well.

A tariff commission composed of Sir Henry Drayton, Hon. J. A. Colder and himself would tour the provinces in September, he said, interviewing merchants from all parts of the country and preparing a report.

New Hotel Needed.

He praised the Commercial Club for its activity in connection with the new hotel project, which he said was a most needed civic improvement.

No pre-election promises had ever been made by him, he said, but he was firmly convinced that commission in the only solution of the harbor problem. He could do more now for the development of the harbor and the commission than he could before, he said, and he refuted the statement that he had been interested in harbor commission only as a means of making himself the chairman of the board when it was formed. He could do more now for the development of the harbor and the commission than he could before, he said, and he refuted the statement that he had been interested in harbor commission only as a means of making himself the chairman of the board when it was formed.

Some people had considered the speaker said, but when the changes are made and the C. N. R. is provided with a 150 acre terminal area the development will be of great benefit to the country and to the port.

The speaker referred briefly to the work of the government in connection with the claims of returned soldiers and said that the soldiers are receiving all consideration from the government.

Among Those Present.

Among those present were Brigadier-General H. H. McLean, Senator W. H. Thorne, R. E. G. Armstrong, D. Mullin, K. C. Horner, A. Porter, Cyrus E. Inches, R. B. Emerson, T. E. Simpson, J. W. VanWart, W. F. Burditt, A. H. Wetmore, T. A. Linton, A. Linton, H. O. McInerney, J. A. Belyea, J. V. McLellan, R. D. Patterson, W. J. Brown, J. C. Chesley, C. B. Lockhart, J. King, Kelley, K. C. Dr. Leonard, John Thornton, Thomas Nagle, Harold Wilson, W. H. Irvine, P. L. Potts, M. P. P. Thomas Bell, W. E. Earle, W. H. Turnbull, S. H. Mayes, W. F. Goddard, J. F. Brittain, A. Wickham, Charles Strong, Charles Robinson, J. Starr Tait, Frank B. Ellis, C. M. Langley, Fred. McNeil, George

Warwick, Dr. Barton, Donaldson Hunt, D. W. Paddington, C. H. Smythe; Dr. Spangier, R. E. Armstrong, Dr. James Manning, B. Dakin, F. A. Dykeman, George Keefe, C. Magnusson, H. Colly Smith, R. S. Sime, Colonel W. H. Harrison, Colonel B. R. Armstrong, Fred. Roche, H. C. Page, Dr. J. Roy Campbell, M. P. P. George Polly, George D. Martin, A. W. Covey, Captain A. J. Mulcahey, Arthur Wakim, H. B. Jenner, F. J. McInerney, H. C. Schofield, E. J. Terry.

Rev. W. J. Bevis of Lorneville, Grand Secretary of the Independent Order of Good Templars of New Brunswick, last night paid an official visit to the Emma Atkinson Lodge, Moncton.

SMART LOOKING PLEASURE YACHTS IN THE HARBOR

Tourists and pleasure seekers are not only coming to New Brunswick from the United States by mail and the regular water route, but now the private yachts are beginning to enter the harbor. Two trim looking vessels arrived yesterday, one a sail yawl, the Janet, owned by H. S. Paine, of Boston, and the other a power boat, the Tofa, which is owned by G. G. Peters, also of Boston. The Janet is docked at the west side near the C. P. R. elevator, and the Tofa is lying in the stream.

Mr. Paine is accompanied by Mrs. Paine and Henry White, also of Boston. They are on a pleasure cruise and put into several ports en route here. After a few days in this vicinity they will sail again for Boston. During the war the owner of the Janet, who belongs to the naval reserve of officers in the United States navy, carried ammunition and supplies to France for the American troops and later was the first transport officer carrying troops to St. Nazaire. Mr. Paine's family is of old Loyalist descent, his great-grandfather having been one of the United Empire Loyalists, landing at St. John and was the first clerk of the legislature of New Brunswick.

The other yacht, the Tofa, is a graceful power boat of nine tons and she is here to meet her owner, G. G. Peters, who with several other gentlemen have been on a fishing trip in Northern New Brunswick and Quebec. The fishing party was expected to arrive in the city last night and probably will leave today for Boston.

LONG TO RUN AGAIN FOR THE GOVERNORSHIP.

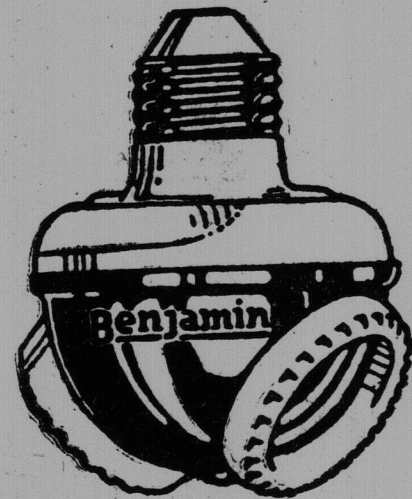
Boston, July 23—Richard H. Long of South Framingham will again be the Democratic candidate for governor. This was made certain when in conversation by telephone with ex-Lieut.-Governor Edward P. Barry, he consented to the use of his name in that connection.

Taxicabs in Paris are known for their speed and erratic courses.

Placing the Facts squarely before the Public

NINETEEN years ago the Benjamin Industries were established for the manufacture of Electrical Equipment and special devices making for the safety and convenience and increased usefulness of Electricity.

For years we have been inventing and producing these goods—in the best way we can—of the best materials we can obtain—and selling them for the lowest reasonable margin of profit.



Among hundreds of other devices, the Benjamin Company evolved the "Two-Way Plug"—an idea originally combining two other of our creations, the wireless cluster and the rotating attachment plug (the rotating feature being later eliminated). So satisfactory was the device, and so popular it became, that it can hardly be wondered at that others sought to produce something that would "cash in" on its prestige.

The Public is being deceived by cheap Imitations of the Benjamin Two-Way Plug

But not one of these has ever improved upon the genuine Benjamin Two-Way Plug—all are poorer mechanically—some are actually dangerous, electrically. The worst of course, from our point of view, are those actually copied in appearance direct from our originals—and so skillfully copied that a certain amount of sale is assured, despite their mechanical defects, merely through their resemblance to the genuine article! Remember—Every Benjamin device is approved by all electrical authorities.

Some of the imitations, on the other hand, are made by cheap labor, of inferior materials, in foreign factories, and enter Canada absolutely unimpeded for safety. Technically speaking, there is no Two-Way Plug but the Benjamin Two-Way Plug—for this was the name coined for the article by its inventor. Place yourself in our position: How would you feel if such a piracy were being perpetrated in connection with goods you manufactured?

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DROP THAT COUGH!

Speedy Relief Sold Everywhere Inexpensive

Dr. Wilson's Syrup of Tar and Cod Liver Oil

Brayley Drug Co. Limited
St. John, N. B.

MUTT AND JEFF—THROUGH NO FAULT OF MUTT'S, HE SAVES JEFF'S LIFE



By "BUD" FISHER