

"PROGRESS PARTY" IS FORMED IN CITY

150 Join Organization to
Support McAvity and
McInerney

At an enthusiastic meeting in the G. W. V. A. hall last night 150 citizens banded themselves together into what will be a nucleus of the "Civic Progress Party," the professed purpose of which is to attain more truly representative city government. The meeting was addressed by R. A. McAvity and R. G. McInerney, candidates for the mayoralty and commissionship, respectively. Herbert Phillips acted as chairman.

The purposes of the new Progress Party was outlined in the following, which was adopted in the form of a resolution:

"The fundamental purpose of the Civic Progress Party shall be:

"To secure as far as possible truly representative government, that is, government which is the expression of the spirit, virtue and energy of the whole community.

"To work for the rational utilization of the natural resources of the community, having regard for true economy; fearlessly to undertake whatever expenditures are required to secure excellence of service, and to truly make effective the mobilization of resources that should be secured by truly democratic government."

The officers were elected as follows: President, Herbert Phillips; first vice-

president, C. J. Morgan; second vice-president, T. A. Ramsay; secretary-treasurer, P. H. Butler.

A temporary council of 15 was appointed with power to add or change, according to developments.

Mr. Phillips, who acted as chairman, explained the events which led up to the calling of the meeting for the formation of the party. "There had been a cry in the city for a change, he said, and this was particularly applicable to the attitude of the people towards the city government."

Mr. McInerney said that while he and Mr. McAvity were candidates for election to City Hall, they realized that to go there as individuals, without a strong body of public opinion behind them endorsing their policy, they could not achieve the best results. He explained that their policy would be to "do it now," not to delay till better times came, but by doing things which would be to the benefit of the city, to make the better times come and to accomplish what, under the delay scheme, would be done only when the better times arrived. He said the expenditure of \$1,000,000 in civic repairs would create work which would keep the people in the city and thus retain them as an asset.

R. A. McAvity, candidate for Mayor, followed with an interpretation of the policy of the Civic Progress Party. He treated of their hydro policy, of their proposed investigation into the system of assessments and valuation, and the proposed system of part payment of taxes. He urged unified control of the harbor and advocated the appointment of a harbor manager who would co-ordinate the conflicting interests and put into force a progressive policy of going after business.

At the conclusion of the meeting 150 joined the Civic Progress Party.

SOVIET DELEGATE IS HERE TO MEET CHIEF

Member of Trade Mission
Pleased With Progress
They Are Making

Ivan Kulik, one of the members of the Soviet Trade delegation which arrived in St. John two weeks ago, arrived in the city from Montreal yesterday to meet Alexander Yazykoff, leader of the delegation and official agent of the Soviet Union for Canada, who will arrive here on the Montrose from England on Sunday. Mr. Yazykoff will be accompanied by his son, Ladimir, who is a student of mining engineering at the Moscow Academy, and by Nicholas Kostitsyn, first secretary of the trade delegation. The leader, as he was described by Mr.

Kulik, is a man of about 50 years of age. He is a linguist of repute, being able to converse freely in almost every European and Asiatic language. He speaks English, French and German fluently.

During 1921 he was ambassador to the United States from the Far Eastern Republic. In the Soviet Ministry, under the Department of Railways and Canals, he has charge of transportation by water. He is an engineer by profession.

Preliminary Negotiations.

Since their arrival in Canada, the advance party of the delegation have not been idle. In Montreal they had interviewed many of the larger manufacturers and business men, and transport companies, particularly the C. I. R., Massey Harris, and the Canada Car Co., Mr. Kulik said. The Canada Car Co., he said, had already sold and delivered 5,000 cars to the Soviet Government and it was very probable that they would sell several thousands more in the near future. Mr. Kulik said that they had been met very cordially by

the Boards of Trade in the cities they have visited thus far. He saw many possibilities for trade between the Soviet Government and Canada, he said. The big question was that of credit, he said, and this, it was expected, would be arranged at the British-Russian conference which was to be held in the near future in London. It was the desire of the Soviet Government to borrow \$150,000,000. They did not wish all in cash but wanted to take 67 per cent. of it in goods and have the other 33 per cent. in cash, with three years in which it was to be handed over.

Wished Not to be Questioned.

Within the next four days, Mr. Kulik said, a trade agreement would have been entered into between the Soviet Union and Sweden, and he expected that within a very short time Sweden would recognize the new Government of Russia.

Mr. Kulik was asked why it was that such secrecy surrounded the arrival of the delegation in St. John two weeks ago. The reporter explained the difficulty which had been experienced on the day the delegation arrived in port in trying to learn whether they actually had arrived. Mr. Kulik said that because of well-grounded political reasons, the delegation had not wished to be interviewed by the press at all. "You were not the only reporters that were looking for us," he said.

DESIRE TO VISIT
MUNICIPAL HOME

The King's Daughters would approach the Board of Commissioners of the Municipal Home to seek permission for the members of the order to make weekly visits to the Home, it was decided at yesterday's meeting at the Guild with Mrs. H. W. Robertson, president, in the chair. All the reports were gratifying. The hospital visiting had been done by the Doorkeepers' circle. Cakes and magazines were taken to the Lancaster Hospital and 30 toys given the children in the St. John County Hospital. Gifts acknowledged included 14 jars of pre-

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"Price Class"

The mysterious stranger in the motor industry

Does a difference in price indicate a difference in quality? Why is one car priced 25% to 50% higher than another of the same quality? The 4 questions that a buyer should ask when considering any car

HERE are facts based on world's engineering authority. If you have any intention of buying an automobile, you are urged to read them.

No "Price Class"

There are only two kinds of automobiles today. Economically produced cars which give you more for your money. And cars which are not, and give you less.

Hence two cars may show a price difference of \$400 to \$1,200 and more. And be of the same quality.

Where the difference comes in

Studebaker, producing 150,000 cars yearly, has reduced engineering cost to \$3.33 per car.

Other fixed overheads have been reduced proportionately. And these influence Studebaker prices.

A set of body dies costs \$100,000. It will produce many thousand sets of body stampings, each one of which costs only a few cents.

By building 50,000 bodies from a single set of dies, Studebaker reduces the die cost per body to only \$2.00.

The average small manufacturer has to charge each body \$20 for die cost. The difference of \$18 is in the price but not in the body.

Thus a car priced at \$1,700 to \$1,950 can be sold as low as \$1,465 when produced economically in quantity. Such a car is the Studebaker Light-

Six Touring Car, priced at \$1,465. A clear difference of between \$235 to \$485.

Equalled only by costliest foreign and American makes

Every Studebaker car is Timken-equipped. The Light-Six more than any competitive car within \$1,500 of its price.

We subject Studebaker cars to 30,000 inspection. That requires 1,200 men.

No finer car can be built than the Studebaker of today.

See a Studebaker—then decide

Buy no car until you've seen a Studebaker. Go over it, point for point. And you will own a Studebaker.

Get an answer to these 4 questions before buying any car

1—Is this an assembled car? Or "partly" assembled. Insist on this answer. Assembled cars pay a profit from 75 to 100 parts makers alone.

2—What sort of bearings? Studebakers are Timken-equipped. Everlasting smoothness and quiet performance result.

3—How many cars a year does this maker produce? Small productions mean either a higher price or cheaper car.

4—What sort of upholstery? Studebaker closed models are done in Chase Mohair, the finest material for this purpose known. Open models are upholstered in genuine leather.

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For 72 years Studebaker has been a builder of quality vehicles.

In the modern \$10,000,000 Studebaker body plants, there are sons and fathers and grandfathers working side by side. Their religion is fine coach building. And this is reflected in their work.

As fine body builders, Studebaker stands supreme.

LIGHT-SIX	SPECIAL-SIX	BIG-SIX
5-Pass. 112-in. W.B. 40 H.P.	5-Pass. 119-in. W.B. 50 H.P.	7-Pass. 126-in. W.B. 60 H.P.
Touring \$1465	Touring \$2000	Touring \$2425
Roadster (3-Pass.) 1445	Roadster (2-Pass.) 1970	Speedster (5-Pass.) 2550
Coupe-Roadster (2-Pass.) 1735	Coupe (5-Pass.) 2665	Coupe (3-Pass.) 3395
Sedan (5-Pass.) 1985	Sedan 2860	Sedan 3665

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scrutineers chosen were Mrs. H. W. Belding, Mrs. R. E. Plumptre and Mrs. Max McCarthy. Regret was expressed at the death of Joseph Allison.

ORGANIZING CAMPAIGN.
Other than to say that the meeting was simply to organize for the coming campaign, Alex. Corbet, candidate for

commissioner in the coming civic elections, had nothing to report on the meeting of his supporters held last night.



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Shoes That Give Solid Comfort With Outdoor Wear

HARDWORKING feet deserve support and comfort. They are entitled to footwear that fits well, takes the hard "knocks" and keeps cold, dampness and danger on the outside. To be sure of inside comfort with outdoor wear, treat your feet to a pair of Sisman Shoes.

Sisman success in producing Canada's "Best Everyday Shoe", and as fine a staple as can be found anywhere, has been built on a thorough knowledge of shoe leather, a long study of shoe style and shoe service and of the human foot and how to fit it. Sisman Shoes are made in sensible shapes to give room, comfort and energy to the feet. That is why there is no "daily grind" in Sisman Shoes—just the day-long comfort of foot-forgetfulness.

Nothing but "the best" goes into Sisman Shoes—designing, leather, workmanship. Skilled shoemakers mould footwear that is strong and sturdy, but never harsh, is long-wearing, shape-keeping and fine-appearing. They are admittedly the greatest work shoe value in Canada for men, women, boys and girls.

There are Sisman Shoes made specially for farm and factory, railroad and lumber camp, store and mine—outdoors or indoors, anywhere where shoes are exposed to stiff wear. Sisman School Shoes are stout, durable and neat in appearance. They leave all the boys' and girls' thoughts for their lessons—they forget their feet in Sisman shoes because they're so comfortable.

Sisman Shoes are guaranteed. The Sisman Trade Mark—stamped on the sole and attached as a tag—is our pledge and your protection. Always ask for Sisman Shoes and look for the Trade Mark and Tag.

Retailers: Make sure your wholesaler ships you shoes carrying the Sisman tag and the Sisman trademark. If he cannot supply you, write us direct.

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Every Day—
Good Enough
for Sunday"