

Ex-Kaiser Wilhelm Breaks His Silence

Ex-Kaiser Wilhelm has broken his silence by furnishing a signed declaration which appears in the November Current History Magazine, New York. It is a comprehensive statement, the frankest, the most explicit declaration that the former Kaiser has yet made for any English language publication. The article is authenticated by his personal signature. He appends the initials "I.R." (Imperator Rex) to his name, signifying that he still regards himself as the Emperor or King. He refers to his wife in affectionate terms as "Her Majesty." In the course of an article the Kaiser assails violently the Versailles Treaty, opposes the Dawes plan, talks frankly of his flight, his failure to commit suicide and very strongly reaffirms his conviction that England and the United States made a hostile alliance against Germany. He expresses a distinctly hostile attitude toward the late President Wilson. His declarations on current problems indicate that his views and general attitude have undergone no changes since 1914.

SWORN IN TODAY

Hon. W.F. Todd, Lieut. Governor of New Brunswick will administer the oath of office of Attorney General to Ivan C. Rand today. The government will meet immediately after the administration of the oath.

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WINTER FLOWER- ING BULBS

Hyacinths, tulips and narcissi can be grown successfully for winter bloom with very little care, if planted now. A good friable garden soil, with a very little sand added for thorough drainage, is satisfactory. The desired number of pots should be obtained in the following sizes: four and one-half inch for hyacinths, one bulb to a pot; five inch for tulips, five bulbs to a pot; and six inch for narcissi, three or four bulbs to a pot. Other containers can be used satisfactorily, provided there is a hole in the bottom for drainage. First place bits of broken pots or small flag stones in the bottom of the pot to facilitate drainage, then partly fill the pot with soil, well pressed. Place the bulbs base down on this cover with soil and press firmly all around with the tips of the fingers. When finished the tips of the bulbs should be just showing and the soil should be about one half inch from the top of the pot.

After potting, a thorough watering should be given, filling the pots to the brim to ensure saturation of the soil. The pots should then be buried about six inches deep in sand out of doors, or placed in a cool dark part of the cellar to make root growth. If the pots are placed in a cellar, occasional watering may be necessary to keep the soil in the pot always moist. A good root growth is absolutely essential before attempting to force the bulbs into bloom. It is impossible to get good bloom from a bulb with scanty root growth. From six to eight weeks is required for root formation. About the first of December those bulbs buried outdoors should be brought into the cellar, otherwise they may become frozen. If cut flowers are wanted, the bulbs may be planted in boxes and treated as described for pot culture.

Father Commits Body of Son To Grave

Halifax, Nov. 2—Rev. Robert Norwood, pastor of the Memorial church of St. Paul's, Overbrook; Philadelphia, himself committed to the grave today the remains of his only son, Robert, Edmund (Ted) who was accidentally shot and killed by his own rifle in the Nova Scotia moose land last Thursday morning. The highest representatives of the church and state in Nova Scotia as well as leaders in all branches of society motored the thirty miles to Hubbard's where interment was made in the Norwood family plot.

Dr. Norwood not only participated in the services at the church but at the graveside where he asked permission to say farewell to his boy, which he did in terms that deeply moved the vast throng. It was not a time for grief he said, and he had nothing but gratitude for the twenty-one years of sweet companionship he had experienced with his boy.

Dr. Norwood leaves tomorrow morning to return to Philadelphia.

Italians Are Not Anxious to Farm

The same immigration regulations apply to Italians as to practically all other immigrants coming to Canada from the continent of Europe, according to responsible officials of the immigration department here. The attention of the department was drawn to a cable from London stating that the Catholic Immigration Association was protesting against the exclusion of Italians from Canada.

According to officials of the department, Italian immigrants who can qualify under the regulations are admitted to this country. At present, there are only three amiable classes, agriculturists, domestic servants and the wives and children under sixteen years of age of an Italian domiciled in Canada. Although it was stated emphatically that there was absolutely no difference in the facilities with which Italians enter Canada, as compared with most other European immigrants, it was pointed out that the majority of Italians are not farmers, and are not anxious to go on the farm. It is not the policy of the department at present to encourage immigration which will swell the population of the cities.

In order to be admitted to this country the immigrant must be in good physical and mental condition, be able to read and have in his possession a valid passport.

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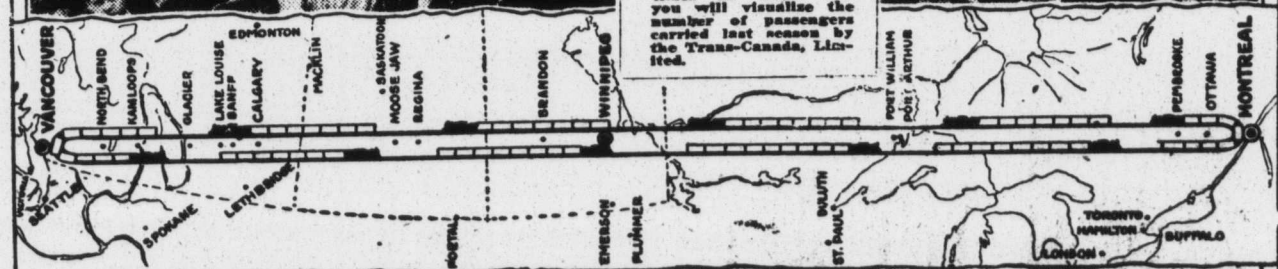
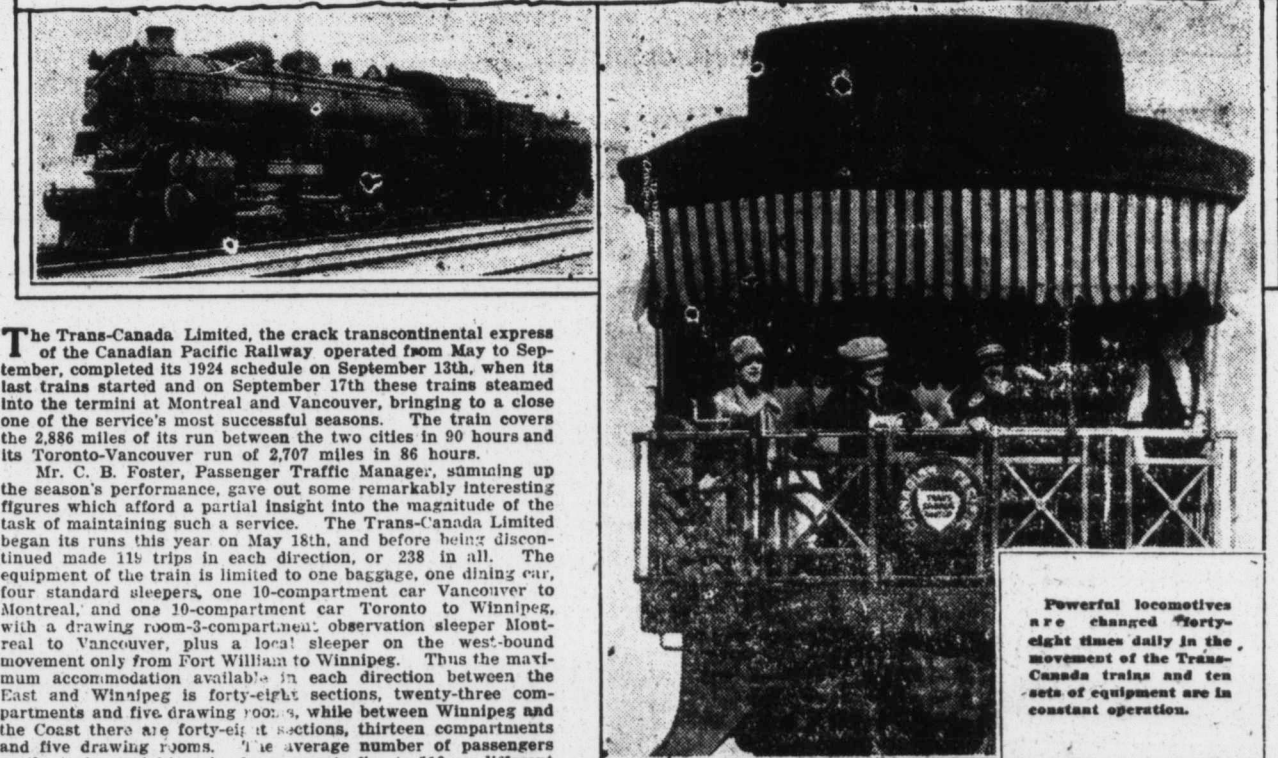
"BUY IT BY THE TIN"

Manufactured by IMPERIAL TOBACCO COMPANY OF CANADA LIMITED

THIS SEASON'S TRANS-CANADA MILEAGE EQUALLED THREE TRIPS TO THE MOON



There are only 150 people in this crowd. Imagine a crowd six hundred and sixty-six times as large and you will visualize the number of passengers carried last season by the Trans-Canada Limited.

Powerful locomotives are changed thirty-eight times daily in the movement of the Trans-Canada trains and ten sets of equipment are in constant operation.

The Trans-Canada Limited, the crack transcontinental express of the Canadian Pacific Railway operated from May to September, completed its 1924 schedule on September 13th, when its last trains started and on September 17th these trains steamed into the termini at Montreal and Vancouver, bringing to a close one of the service's most successful seasons. The train covers the 2,886 miles of its run between the two cities in 90 hours and its Toronto-Vancouver run of 2,707 miles in 86 hours.

Mr. C. B. Foster, Passenger Traffic Manager, summing up the season's performance, gave out some remarkably interesting figures which afford a partial insight into the magnitude of the task of maintaining such a service. The Trans-Canada Limited began its runs this year on May 18th, and before being discontinued made 115 trips in each direction, or 238 in all. The equipment of the train is limited to one baggage, one dining car, four standard sleepers, one 10-compartment car Vancouver to Montreal, and one 10-compartment car Toronto to Winnipeg, with a drawing room-3-compartment observation sleeper Montreal to Vancouver, plus a local sleeper on the west-bound movement only from Port William to Winnipeg. Thus the maximum accommodation available in each direction between the East and Winnipeg is forty-eight sections, twenty-three compartments and five drawing rooms, while between Winnipeg and the Coast there are forty-eight sections, thirteen compartments and five drawing rooms. The average number of passengers on the train at night varies from seventy-five to 110 on different sections of the run, but for the 119 days the train was in service last season there was a one-night use of approximately 100,000 berths. The east-bound and west-bound trains together covered 6,292 miles every day, which includes the distance between Montreal and Vancouver, 2,886 miles, and between Toronto and Sudbury, 260 miles, covered by each train and its Toronto-Sudbury connection. Thus the season's mileage was 758,748 for the 238 trips, or three times the distance from the earth to the moon.

Each day four Trans-Canada trains were in motion over the Company's lines in each direction. At 8 A.M. each day, one was west-bound between Cartier and Chapleau, one between Kenora and Winnipeg, one between Medicine Hat and Calgary, and one between North Bend and Vancouver, while at that hour one east-bound was approaching Glacier, one approaching Regina, one east of Port William and one between Chalk River and Ottawa. Ten complete sets of equipment, of which four were in motion each way every day and one was being cleaned, refitted and turned round at each end of the run, were required to maintain the service.

The year's schedule called for 22 changes of engine on every Trans-Canada run from Montreal to Vancouver and two engines for the Toronto-Sudbury connection made by each train. There were 48 engine runs daily for the service. Including these engine-stops, the trains made only 88 stops on their whole run. It is on this steady movement at a uniform speed over long distances and not on high speed that the trains maintained their fast schedules over the transcontinental journey and the elimination of all but essential stops resulted in the smooth running for which it is noted. Owing to the necessity of changing trains crews on such a long run, about 14 crews, or about 54 men, were required for one trip on each train, while 48 sleeping and dining-car employees were required for each trip on one train or nearly 400 men for this branch of the Trans-Canada service. None of the hundreds of employees whose duties also associate them with the Trans-Canada Limited, but who do not travel with it, is included in these figures.

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