RETIRES FROM ARMY AFTER 36 YEARS' SERVICE

Major General Wood Sworn in as Governor General of Philippines.

Washington, Oct. 7.—Major General Leonard Wood retired today from active service in the army to accept appointment as governor-general of the Philippine Islands, thus terminating voluntarily more than 36 years of distinguished military life. His retirement was caused by insistence of administration officials that he accept the new post and the refusal of Congress to permit him to do so while continuing his active army status.

In announcing the general's retirement, Secretary Weeks said he soon would select a vice governor for the islands and expected immediately to commission General Wood to duty as governor-general. He announced also that nominations would be forwarded to Congress without delay promoting Brig. Gen. Charles J. Bailey, commanding the second coast artillery district, to fill the vacancy caused by General Wood's retirement.

General Wood began his army career as a contract surgeon in June, 1885, immediately entering service in the Apache campaign in Arizona and northern Mexico. As commander of an infantry detachment in that campaign he was commended "for gallant and hazardous service, courage and energy" and later was awarded the Congressional Medal of Honor.

When the Indians were pacified he dropped his fighting weapons temporarily and again returned to the practice of medicine and surgery at Army headquarters in Arizona.

When the Spanish-American war was declared in 1898 he re-entered combat ranks organized and commanded the first United States volunteer, "Rough Riders" and later was transferred to the Second Brigade, Cavalry division in the Cuban Campaign in which capacity he entered the fight at Las Guasimas and San Juan, Santiago.

When the Spanish forces surrendered the general was appointed military governor of Santiago, governor of the department of Santiago and civil governor of that provision and military governor of the island of Cuba. He turned the government of the island ever to Thomas E. Palma, first president of the Republic of Cuba, in 1902, and returned to the United States.

Later he was ordered to proceed to the Philippines as commander of the department of Mindanao. He also served as civil governor of the Moro province and in other administrative work until 1908. Later he was a member of the special commission sent by the President to investigate conditions in the Philippines.

His record in the World War began with his assignment to select sites for the great majority of the training camps for national guard and national army troops in the southeastern department which he then commanded. Later he was assigned to Camp Funston, Kas., to organize the 89th division. With other divisional officers he went on a preparatory trip to France where the American army was in the making and was injured there by the bursting of a French gun.

On his return to the United States General Wood completed the training of the 89th for battle but got no chance to serve with it abroad as he was relieved on the eve of embarkation, precipitating a controversy that raged in the press for months, even during General Wood's campaign for the Republican nomination for the presidency.

$37,500 In Liquor Is Seized On Pier

New York Oct. 7.—E. C. Yellowlay, associate director of prohibition, continuing his war on wholesale drug dealers whose business in liquor is not to the taste of prohibition authorities, yesterday ordered the seizure of another large shipment of whiskey Five hundred cases, with a bootleg value of $37,500, lying at Pier 21, East River, a Baltimore and Ohio freight station, will be taken away by enforcement agents this morning.

The liquor was consigned to the New Milford Chemical Company of 225 Sullivan street, and was shipped by the Rugby Distilling Company of Louisville, Ky. Inspectors on Mr. Yellowley's staff were not satisfied with the New Milford Chemical Company's right to receive this liquor, and the ust is to be revoked.

John Cronan, acting chief enforcement agent in the absence of Ernest Langley, announced yesterday that enforcement headquarters is sending daily to the Custom House reports on from fifteen to twenty saloon keepers who have violated the Volstead Act, and are therefore liable to taxes collectable by the Department of Internal Revenue. For a single infraction of the liquor laws, these taxes, which have recently doubled, amount to $3,000. There was a $500 penalty, now $1,000, provided for in the Volstead act itself, and a special tax under the internal revenue act of 1918 for violations in "dry territory," by which $2,000 is collected for each violation.

Catarrhal Deafness May Be Overcome

If you have Catarrhal Deafness or head and ear noises or are growing hard of hearing go to your druggist and get 1 ounce of Parmint (double strength), and add to it ¼ pint of hot water and a little granulated sugar. Take 1 tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nostrils should open, breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Anyone who has Catarrhal Deafness or head noises should give this prescription a trial.

Ship Board $10,000 Seized By 3 Bandits

Paymaster Held up by Men in Automobile on His Way to Hog Island.

Philadelphia, Oct. 7.—A. D. Detweiler, Shipping Board paymaster, was robbed of $10,000 which he was taking to Hog Island this afternoon. The money was the weekly payroll for men guarding the ships tied up at the idle shipyard.

The bandits, in a blue touring car, got the money at 2.30 o'clock in Black's road, near Fort Mifflin, just inside the city line. They escaped.

Detweiler, with the money in a brief case beside him, was driving an automobile. He was going at a good pace when a large car loomed up, running rapidly toward him from the direction of Hog Island.

The paymaster saw nothing unusual in the conduct of the three men in the car until it was only a short distance away. Then it began to slow down. Detweiler slowed his own car and drove carefully to avoid a collision. As he turned to one side to pass the big car rushed directly at him, crowding him across car tracks and into a ditch. Detweiler reversed his engine and began to back away when the three men, who had donned handkerchief masks, jumped out and sprang at him. Two overpowered Detweiler and the third lifted the hood of the paymaster's car and smashed the spark plugs of the motor.

Before the startled paymaster could resist one of the men snatched the bag containing the money, threw it into the car and the three bandits jumped in and drove away. Detweiler tried to get the license number of the car but the tags had been reversed.

Girl Killed In Leap From Car To Plane

Madeleine Davis, in First Attempt at Stunt, Loses Grip on Rope Ladder.

New York, Oct. 7.—Miss Madeleine Davis of Fort Pierce, Fla., 23 years old, and for the last three years an exhibition aviatrix, was mortally hurt late yesterday afternoon near long Branch, N. J., when she tried to climb a rope ladder into an airplane from an automobile running thirty miles an hour. She clutched the ladder as she stood in the back seat of the car, but her grip broke and she was hurled to the roadway, where her skull was fractured. She died last night at 8 o'clock in a Long Branch hospital.

The automobile was driven by Miss Ruth Law, who reported the accident to the Long Branch Police Department and will appear in Police Court this morning. Miss Law said that she met Miss Davis by appointment at Asbury Park earlier in the day and motored with her to Long Branch, where they met Vernon Treat, formerly a lieutenant in the Air Service, who has been flying one of Miss Law's machines for sometime.

Miss Davis had never performed the stunt of climbing the ladder into the airplane from a moving automobile, although she had done other feats that are considered as dangerous. She and Miss Law drove their automobile out into Ocean avenue near the Iron Pier until they reached a lonely stretch of the road, where Miss Davis's attempt at the stunt would not be interfered with by crowds or by other automobiles.

Treat drove directly over the road with his airplane, to which a twelve foot rope ladder was attached, and when at about thirty miles an hour he dived straight for the car, but straightened out and sailed above the machine so that the rope ladder swished through the air about three feet above the top of the back seat of the automobile, on which Miss Davis was standing. The girl clutched the ladder and was dragged from the automobile.

She dangled in the air for a moment, trying to climb the ladder, but when she let go with one hand to reach an other rung her strength was not sufficient and she dropped. She was unconscious when picked up and Miss Law took her at once to a hospital.

Swiss Asked To Come To Decision

Berne, Oct. 7.—The Swiss Parliament, now in extraordinary session, must decide whether Switzerland shall insist on early payment of Austria's debt of 25,000,000 francs for foodstuffs.

The League of Nations commission dealing with the possibility of helping Austria to recuperate, wants Switzerland to waive payment until June 1, 1941, and the Swiss Government states its readiness to comply with the request if Austria's other creditors will do likewise. The United States and several small countries, however, have not agreed to allow Austria to postpone payments of their claims, and the Swiss opposition wants to know why a small and relatively poor country like Switzerland should do what a great and wealthy power like the United States refuses to do?

The Swiss Government remarks that whether Austria collapses or not is not a mater of indifference to Switzerland because she is Austria's neighbor, whereas the United States can hardly be much affected by such considerations.

Another subject before Parliament is the question of a protectionist or free trade policy, regarding which the Government is between the devil and the deep sea. Its reason for placing increased protective duties on many articles and restricting imports in others was to prevent "dumping" in Switzerland, and thus to enable Swiss factories to keep open. The working classes, however, urge that the Government's policy increases the cost of living and continually fulminates against protective duties and import limitations.

Meanwhile unemployment increases, and net cost of production continues to be higher in Switzerland than else where, industries have growing difficulty in recuperating, and the cost of living has been little reduced.

HARDING WILL OPPOSE DEBT TOPIC AT PARLEY

American Delegation to Use Influence to Prevent the Extraneous Slant.

Washington, D. C., Oct. 7.—It was made known officially at the White House today that the United States will oppose the suggestion of British statesmen that an adjustment of international loans be undertaken at the armament conference.

President Harding wants to open negotiations with the Allies for the refunding of their $11,000,000,000 debt to the United States as soon as Congress grants authority to him to do so, but the American delegates will be instructed to use their influence against bringing this or similar extraneous questions before the arms parley.

The Harding Administration is prepared to deal with the question of foreign loans in a liberal and just manner but it does not purpose to sacrifice any of the interests of the United States. The President and Secretary Hughes believe that addition of this question at the arms conference would not be beneficial. They intend to hold the conference so far as they can to the subjects which it has been called to consider—limitation of armaments and Far Eastern problems.

Concentration Wanted.

Much significance was attached to an official statement at the White House today that the United States as the sponsor for the arms parley will not hesitate to make known its opinion on all proper occasions as to its scope. The President does not want the conference to become involved in a maze of subjects. He wants it to concentrate on the business in hand.

The Administration realizes, however, that if the British delegates insist upon bringing the allied debt into the discussion despite objections of the United States that subject cannot very well be kept out, provided the other nations agree with Great Britain. The influence of the United States will be exerted as far as politeness and expediency will permit.

The President is anxious that the bill now pending in the Senate designed to give wide refunding powers to Secretary of the Treasury Mellon, under direction of the President, be enacted as soon as possible, but it was made known officially today that the President's recommendations to Congress in that regard have nothing whatever to do with the arms parley. The President is not concerned about whether he gets this authority before or after the arms conference convenes.

While the Administration is opposed to including the foreign loan question in the agenda of the arms conference it is not pretended in official circles here that the allied debt will not have an important bearing on the problem of disarmament. For instance, if Great Britain should not asquiesce in the suggestions which the United States will make for limitation of naval building this Government might conceivably be less willing to postpone collection of the big debt owed by Great Britain.

MARINE NEWS

MINIATURE ALMANAC

	High water, a.m.	High water p.m.	Low water a.m.	Low water p.m.
Fri	3.40	4.02	10.00	10.38
Sat.	4.36	4.58	10.51	11.21
Sun	5.38	6.00	11.45	12.00
Mon.	6.41	7.03	12.56	12.43

PORT OF ST. JOHN N. B.

To Load Potatoes

S.S. Samarayd is due here today from Philadelphia to load potatoes for Cuba.

Sails from Bermuda

R. M. S. P. Chaudiere sailed from Bermuda yesterday for this port with passengers, mail and general cargo. She is due here Monday morning.

Due Sunday

S.S. Manchester Merchant is due here from Manchester Sunday morning. She is bringing general cargo for this port and will load out for Manchester.

Large Passenger List

The Metagama, C. P. R., with 417 cabin and 367 third-class passengers from Liverpool docked at Montreal this morning.

The Corsican

The Corsican, C. P. R. with 415 cabin and 503 third-class passengers from Antwerp Havre and Southampton is expected to reach Montreal this evening.

Due at Liverpool

The Minnedosa from Montreal, is due at Liverpool today.

Leaves Liverpool Today

The Melita, C. P. R. leaves Liverpool today for Montreal.

Antrim at Montreal

Lord Antrim, McLean Kennedy, Ltd. arrived at Montreal Thursday from Dublin.

French Ship Grounded

The French steamer Santa Elena, 4,732 net tons, which left Quebec on Tuesday evening with a cargo of grain for the continent touched bottom at the Channel Patch at the foot of the Traverse and was compelled to put back to Quebec yesterday morning for survey. No damage is expected. The Santa Elena arrived at Montreal September 4 to load grain, and owing to the then congestion, cleared on the 18th to load at Quebec. She lay at that port from September 19 to October 4.

Not Much Freight For South Africa

The freight which is offering the new steamer Calgary, which has been especially built for the South African service of the Elder-Dempster Company between Montreal, or St. John, and Capetown, Algoa Bay and Durban, is not encouraging for its maiden voyage. The steamer which will leave Montreal today, will only be about one-third full as to cargo. Included in the cargo will be three locomotives and three boilers built for the Union of South Africa Railways by the Montreal Locomotive works.

"South African merchants," it was stated by one of the Elder-Dempster officials yesterday, "do not look for any improvement until well on in 1922 in trade between Canada and their own country. The explanation as to the slump is that merchants there, as elsewhere are over-stocked with goods that they bought at high prices, and until they get rid of these stocks, they will not be buying in any large quantities."

The steamer Calgary, which is now lying at the sheds of the Elder-Dempster Company in Montreal harbor, is, as stated, a new vessel which was built early this year by J. Brown & Company, Clyde Bank, Scotland. Her tonnage is 11,000 d.w., 7,200 gross, 4,486 net tons, and her dimensions are 440 feet, 1 inch length, 59.2 feet beam, 31.1 feet depth. She has geared turbines and is built especially for a trade route that crosses the equator, with refrigerator machinery.

In addition, the Calgary has accommodation of a first-class order for a dozen passengers all of which is fully booked for this voyage. The vessel coaled in England and will not need to stop even at Sydney for this operation, her bunkers being full.

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Oct. 15, Nov. 19.. .. .. ..Cassandra

Nov. 5 .....Saturnia

Portland-Halifax-Glasgow

from Portland — from Halifax

Saturnia

Dec. 10, Feb. 16 .....Dec. 12, Feb. 18

Cassandra

Dec. 28, Mar. 2 ..... Dec. 30, Mar. 4

Halifax, Plymouth, Hambourg

Dec. 10, Jan. 28, Mar. 13..Saxonia

New York—Glasgow (Via Moville)

Oct. 8, Nov. 5, Dec. 10 ...Columbia

Oct. 22 .. ..Cameronia

Nov. 12, Dec. 21 .....Algeria

New York—Liverpool

Oct. 13, Nov. 12, Dec. 24.. ..Scythia

Nov. 3, Dec. 10 .....Albania

New York-London

Oct. 22 .. ..Pannonia

New York—Cherbourg, Southampton

Oct. 11, Nov. 5, Dec. 3.. Carmania

Oct. 20 .....Berengaria

Oct. 25, Nov. 15, Dec. 13 ....Aquitania

New York, Plymouth and Hambourg

Oct. 29, Dec. 8, Jan. 26.....Saxonia

New York, Vigo, Gibraltar, Patras, Dubrovnik, Naples, Trieste and Fiume

Oct. 29 .. ..Italia

N. Y., New Bedford, Azores, Lisbon, Santander.

Oct. 13.. .. ..Calabria

MEDITERRANEAN CRUISES

From New York to Maderia, Gibraltar, Algiers, Monaco, Genoa, Naples, Patras Piraeus, Trieste, and Alexandria.

Oct. 22, Dec. 7 .....Caronia

Nov. 19, Jan. 10.. .. ..Cameronia

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WANTED—Young girl with experience to help take care of two children. Apply afternoons, Mrs. Bowyer S. Smith, 18 Garden street.

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SITUATIONS WANTED

WANTED—Hospital Trained Male Nurse desires engagement. Best references, M. 4761.

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FOR SALE—1920 7-Passenger Nash Car, cord tires in best of condition. Apply 38 Pitt St.

TO LET

TO LET—Garage for two cars, 37 Millidge Ave., 'Phone 1527-11.

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U. S. Coastwise Ships To Have Preference Through Canal

Bill Before Senate Would Exempt Them from Tolls Through Panama Canal.

Washington, Oct. 6—Passage of a bill exempting American coastwise vessels from payment of tolls for use of Panama canal is expected when the measure comes to vote in the Senate Monday by agreement. This, it is understood, is in accord with wishes of the administration. If diplomatic interchanges with Great Britain become necessary in the meantime they will be undertaken before the bill has passed the House, Senator Colt, of Rhode Island, in attacking the bill today from the floor, said its passage would undermine the efforts to maintain world peace. He declared the bill would violate the treaty between the United States and Great Britain, stipulating that the Canal be used by all nations on equal terms, and urged that the matter be settled by arbitration Senator Calder supported the tolls bill comparing the Canal to an American river. He argued that the exemption of coastwise vessels would not be discrimination against other nations.

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