

ASK SWEEPING CHANGES IN SCHOOL LAW

Obligatory Medical Inspection and Elimination of Latin and Algebra in Grades VII and VIII Urged by Northumberland Teachers.

Newcastle, Sept. 30.—The Teachers' Institute closed a most profitable session yesterday afternoon. The last address was a very valuable one on Drawing by Prof. Hagerman, of the Normal School.

The resolution committee brought in a very strong report, sections 4, 5, 6 and 7 urging very far-reaching changes in the school law. These sections were endorsed and referred to the executive of the Provincial Institute for further consideration.

The report was as follows: 1. That this Institute, while recording its deep sense of loss because of the absence from its midst of Inspector Geo. W. Mersereau, Lieut.-Col. W. M. Bonnell, and Mr. Theophilus Underhill, all of whom have temporarily left the teaching profession to take up arms in defense of their country, expresses its deep appreciation of the action of these gentlemen in thus freely offering themselves to insure the safety of the community.

2. That this Institute extend its deepest sympathy to the bereaved relatives of the late Misses Eileen Donovan and Nellie Ryan, who for years were most devoted and successful teachers in this county, and who will be greatly missed and much mourned wherever they have been employed; also to our fellow teachers, Misses Marion and Louise Fyger, on the death of their heroic brother, who has recently fallen on the battlefield of the western front.

3. That thanks be tendered the Mayor and Town Council of Newcastle for the use of the Town Hall, to the M. S. N. Co. and C. G. R. for transportation courtesies, and to Dr. Carter, Director Steeves, Inspector MacParlane and all others who so kindly took part in the programme.

4. That in the opinion of this Institute all schools should regularly receive medical inspection, the same as well as manual training, school gardening and household science, to be obligatory in every district of the province.

5. That in the opinion of this Institute the Compulsory Education Act should apply to all children up to the end of Grade VIII, or the age of 16, and should be obligatory and completely enforced in all districts, any clauses in the Factory Act that in any way conflict with the above to be repealed.

6. That in the opinion of this Institute consolidation of schools in rural districts should be made obligatory in all cases where practicable.

7. That in the opinion of this Institute the teaching of Latin and Algebra should be eliminated from Grades VII and VIII, and the time saved thereby devoted to English and arithmetic, the latter study to be finished in Grade VIII.

Sections 1, 2, 3 were adopted. Sections 4, 5, 6 and 7 were, on the suggestion of Inspector MacParlane, adopted and referred to the executive of the Provincial Institute for the consideration of the latter body before being presented to the Board of Education.

The report of the nominating committee (G. H. Harrison, Miss Murray and Miss Martin), recommended the following officers, who were duly elected:

President—Inspector MacParlane. Vice-President—Miss Katherine A. Murray, Chatham. Secretary-treasurer—H. H. Stuart, Douglastown.

Additional members of Executive—J. H. Drummond, Newcastle; and Miss Annie Morrison, Douglastown.

The next meeting was fixed for Chatham, time to be decided by the executive.

The attendance was 112, the largest ever recorded in the Institute's 23 consecutive meetings.

NORTH SHORE SOLDIER WINS PROMOTION

Capt. Quigley, Serving with Medical Corps in France, Made a Major—Chatham Called on to Mourn Gallant Sons.

Chatham, Sept. 30.—Chatham received a shock today when the news of the death in battle of three of her brave young men—Justin McCarthy, Fred Coughlan and Frank Kelly—was spread abroad. Telegrams to that effect were received by the relatives of the deceased about noon. A fourth young man, Fred Heckbert, son of S.D. Heckbert, was reported wounded. This is the heaviest toll Chatham has so far been called upon to pay in one day.

Col. Guthrie should have no difficulty in getting young men from here to avenge their loss.

The recruiting meetings held up river so far have not brought the desired results. No recruits were got at Boiestown, Blackville or Doaktown in response to the efforts of the speakers.

In the meantime Recruiting Officer Murdoch is gathering in some men in a quiet way. Twelve young men have been enlisted by him during the past week for the King's.

Capt. Quigley, son-in-law of R. A. Lawlor, K. C., has been made a major. He is serving with the medical corps in France.

Dr. Quigley is in receipt of a letter from the Duke, thanking the Red Cross Society for their work in behalf of the soldiers' comforts at the front.

FLOOD OF GOLD REMOVES ALL FEAR

New York, Oct. 2.—We find a strong impression in banking offices that the flood of gold has removed all fear on the part of large financial interests to the point that as corporate earnings over a long period of time have placed companies in an unprecedentedly strong position nothing is likely to impair their efficiency and extra disbursements need not be postponed until peace as heretofore considered.

Columbia Gas and Electric stock which has just been listed on the stock exchange is being urged by very conservative private banking houses as a desirable purchase. The company is holding corporation controlling light, power and gas in Cincinnati territory and also controls oil and gas leases of great value in Virginia, Kentucky and Ohio. U. S. East iron stocks are reported to have advanced some into the hands of an inside pool in sufficient extent over a long accumulation to justify a continuance of the bullish aggression started at the end of last week and predictions are being made that advances of from 5 to 10 points further may be seen before distribution begins.

The commodity market has been estimated as earnings as high as 33 per cent, although this is not generally credited. The great demand for steel, railway and other equipment provided by the car and loco. equipment stocks has aroused speculative imagination to a degree even exceeding the fever made fester last year according to investigations made in many quarters.

Pale-Cheeked Girls Tired-Out Women Quickly Built Up

Wonderful Record Made by New Blood-Food Remedy. Certain Results Guaranteed.

Pale people have pale blood. In other words, the blood is watery and lacks red corpuscles.

The stomach is wrong. Assimilation is poor and food is not changed into blood. Naturally the system is robbed of vitality, lacks strength and reconstructive power.

Don't slip from vigor into weakness. Don't allow the appetite to fall, but instead use Ferrozone.

Field of Blood and Iron CREW OF BARGE FROM CHATHAM ARE RESCUED

Today's Echoes of the Ancient Glory of Chivalry—Historic Memories of the Somme.

The territory around the Somme, which will always be remembered as the birthplace of the "big push," is one of the greatest and most famous of the world's battlefields. Over the very ground on which our men are now fighting the blood-stained fleur-de-lis of France has been borne backwards and forwards in many a desperate struggle.

In ancient days this famous battlefield of the Somme earned the name of Sancerre, the "bloody ground," but the knights and archers, crossbowmen and grenadiers, who made history round about Peronne never imagined that anything so terrible as the present battle would take place on the fields of Picardy.

Before the war Picardy, the favored theme of many a novelist, had been a quiet way. Twelve young men have been enlisted by him during the past week for the King's.

Peronne is the town which occupies the most attention at present in the Somme battlefields, and it forms a tragic landmark in the history of France. It was invested by the Germans on December 27, 1870, and was subjected to a fierce bombardment lasting two weeks from the Prussian guns.

Recent historical events in France recall intriguingly this chapter in England's history. In 1475 Edward IV, French King, sent an "expeditionary force" across the Channel to aid the Duke of Burgundy, and in order to recover Peronne, King Louis was forced to bribe the British to withdraw their army.

A match was also arranged between the Dauphin of France and King Edward's daughter, but, as mutual distrust existed between the two kingdoms, the monarchs met on a bridge across the Somme with a strong wooden grille between them.

In the fifteenth century Peronne and the whole of Picardy was the scene of the most sanguinary struggles. In the tenth century also the Somme battlefield passed through some of its most troublous times, and Charles the Simple shared the fate of King Louis in 10 years and was finally shut into a dungeon in Peronne by the Count of Vermandois. Here he remained for six years until he died of starvation.

In 1536 the Emperor Charles V. besieged Peronne, but without success, and a statue of a woman—Marie Fouré—still stands in the town to commemorate the heroic part which she played in its defense.

During the war the town of Peronne has been lost, regained, and lost again by the Allies. When they retreated before the oncoming German hordes the Franco-British forces endeavored to make a stand on the Peronne-Cambes-Bapaume road, the line which may shortly be again in their hands.

The valley of the Somme, commanded by Ham, Peronne, Amiens, and Abbeville, forms a northern line of the defense of Paris. It traverses through marshy ground, and the terrain north of it is full of hills. The highest of the hills is 160, which is to the north of Poisieres, which was recently captured by Sir Douglas Haig's forces.

BEgin HOT WATER DRINKING IF YOU DON'T FEEL RIGHT

If you wash up with a bad taste, bad breath and tongue is coated; if your head is dull or aching; if what you eat sours and forms gas and acid in stomach, or you are bilious, constipated, nervous, sallow and can't get feeling just right, begin inside bathing. Drink before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it.

STEAM BOILERS On Hand at Our Works and Offered for Sale

1 Inclined Type, on skids, 50 H. P. 1 Locomotive Type, on skids, 20 " 1 Vertical Type, " " " " 1 Return Tubular Type, " " " " USED. 1 Return Tubular Type, " " " " 40 " Complete details together with prices can be had upon request.

L. MATHESON & CO. Ltd. Boiler Makers New Glasgow, Nova Scotia

SAVE YOUR HAIR AND BEAUTIFY IT WITH "DANDERINE"

Spend 25 cents! Dandruff disappears and hair stops coming out.

Try this! Hair gets beautiful, wavy and thick in few moments.

If you care for heavy hair, that glistens with beauty and is radiant with life; has an incomparable softness and is fluffy and lustrous, try Danderine.

Just one application doubles the beauty of your hair, besides it immediately dissolves every particle of dandruff; you cannot have nice, heavy, healthy hair if you have dandruff. This destructive scurf robs the hair of its lustre, its strength and its very life, and if not overcome it produces a thinness and itching of the scalp; the hair falls out fast.

If your hair has been neglected and is thin, faded, dry, scraggy or too oily, get a 25-cent bottle of Knowlton's Danderine at any drug store or toilet counter; apply a little as directed and ten minutes after you will say this was the best investment you ever made.

We sincerely believe, regardless of everything else advertised, that if you desire soft, lustrous, beautiful hair and lots of it—no dandruff—no itching scalp and no more falling hair—you must use Knowlton's Danderine. If eventually—why not now?

At Mercy of Seas for 24 hours and Without Food were Exhausted when Help Arrived.

Boston, Oct. 2.—The steamer Sachem, arriving today from Liverpool, brought the crew of the barge Alexander Anderson, which became water-logged in a storm off Cape Sable, N. S., Saturday, while bound from Chatham, N. B., for Portland, Maine. Mrs. Sadie Roberts, stewardess of the barge, and the seven men of the crew, saved little of their clothing, and were still somewhat exhausted from exposure and lack of food for 24 hours while seas were breaking over their craft.

The tug Gettysburg, which had the barge in tow, together with the barge Aranae, was disabled by an accident to her engines during the storm. She saved the crew of the Aranae and was herself taken in tow for Yarmouth, N. S., by the steamer Canadian.

The four-masted American schooner Dorothy, from New York, which is discharging at Cunard's south end wharf, Halifax, has one of the largest cargoes of coal brought by a schooner to Halifax, it measuring about 1,400 tons.

Area in which the British are fighting, Under the Romans Picardy formed part of Belgium. It was inhabited by the Belgians, the Ambians, the Vermandois, the Bellovac, and the Suesiones, whose names still appear in Amiens, Vermandois, Beauvais, and Soissons. The Romans intersected the district with roads and built several castra to defend the valley of the Somme.

Picardy suffered greatly from the ravages of the Hundred Years' War, and during the wars between France and Spain. Within its borders are the famous battlefields of Crécy—the anniversary of which took place a few days ago—Agincourt, and St. Quentin. The Picardy man has a high reputation as a soldier—he has been called the Gascon of the north—and the man in Picardy today, whether he be Atkins or Pollu, is doing much to keep up that reputation.

Braver blood than theirs never flowed on "Sauterre"—never any in a greater cause.

SHIPPING NEWS

(The time given is Atlantic Standard, one hour slower than present local time.)

October—Phases of the Moon. First quarter, 4th—7h. 0m. a.m. Full moon, 11th—3h. 1m. a.m. Last quarter, 18th—9h. 8m. p.m. New moon, 26th—4h. 87m. p.m.

DOMESTIC PORTS. Halifax, Sept. 29—Ard: Str John F. Gaynor, Hadley, Montreal, dry dock. Ard 29th: Str International, Matthews, Newcastle, Parnassus, Quebec, Oct. 1—Ard: Str Sicilian, London.

BRITISH PORTS. Liverpool, Sept. 27—Ard: Str Jess Moore, Baltimore; 28th: Str Manchester, Inventor, Butler, Montreal for Manchester; Queen Amelia, Allair, New Orleans via Norfolk. Sid Sept 27: Strs Adriatic, Ranson, New York; Nicolson, Hughes, Galveston.

FOREIGN PORTS. Boston, Sept. 27—Ard: Str Maskinonge. Sid Sept 29: Str Helen, Piton. Portland, Sept 29—Ard: Strs Tallman, New York for Machias; Domain, Boston for St. John, N. B. Vineyard Haven, Sept 29—Ard: Str Peter C Schultz, South Amboy for Halifax.

Rookland, Me, Sept 29—Ard: Strs Emily S. Baymore, Stockton for New York; Mary Langdon, Rockport for Boston; J. S. Glover, Bangor, for New York. New York, Sept 29—Ard: Strs Arthur M. Gibson, St. John; Abbie C. Stubbs, do; Hillcrest, Bridgewater, N. S.; J. C. Bowers, Oyster Bay.

Old Sept 29: Strs Falk Howth, Goudey, Melbourne; Strs Flo M. Under, Newark; James Slater, Publicover, Perth Amboy.

Vineyard Haven, Sept 29—Ard: Str Peter C Schultz, South Amboy for Halifax. Key West, Sept 29—Sid: Strs Lillian Blauvelt, Norfolk. Mobile, Ala, Sept 29—Ard: Strs Annie Alsille, Cuban port.

City Island—Passed: Strs Adriatic, Elizabethport for Georgetown, (passed 26th); Palmetto, Elizabethport for Barrington, N. S.; F. C. Pendleton, Port Reading for Boothbay, Me; Dean E. Brown, Port Liberty, for Calais, Me; Gladys E. Whidden, Elizabethport for Georgetown, P. E. I.

SCHOONER SOLD. The schooner J. Arthur Lord has been sold at private terms to F. G. Payne, of Mysic, Ct. The Lord for a long time traded between St. John and American ports.

HALIFAX PORT OF CALL. The Cunard Line this winter will make Halifax a port of call. The first arrival of the Bristol-New York boats will be the Folia, on November 20, from Bristol. These liners will call at Halifax both east-bound and west-bound for passengers and freight. The first of the London boats will be the Ascania, Dec. 1st. She will be following.

TRANSPORTATION ADVERTISING

Eastern Steamship Lines

FALL EXCURSIONS INTERNATIONAL LINE LOW FARES ST. JOHN to PORTLAND AND BOSTON

Round Trip Fares Sept. 11 to Oct. 13. Return limit 30 days.
Portland - \$6.50
Boston - \$7.00

Tickets and staterooms at City Ticket Office, 47 King St., also at Wharf Ticket Office.

ST. JOHN - FREDERICTON

STEAMER HAMPSHIRE

Will leave old May Queen wharf at 8.30 a. m. (St. John time) on Tuesday, Thursday and Saturday for Fredericton and intermediate ports.

JOSEPH WILLIAMS, Managing Owner, Phone M 2761

Crystal Stream Steamship Co.

St. John-Fredericton Route. The Steamer D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday at 8 a. m., returning alternate days, leaving Fredericton 7 a. m.

The "D. J. Purdy" and "Majestic" can be chartered at any time for excursions and picnics.

By special arrangement with the C. P. R. passengers may go to Fredericton on the Str. D. J. Purdy and return by train same or following day, rate \$2.50, stopover rate \$3.00, also effective good for return until Oct. 31st. This arrangement also applies in reverse direction.

St. John-Washademoak Route. The Steamer "MAJESTIC" will sail from North End for Cole's Island and intermediate points every Tuesday, Thursday and Saturday at 10 a. m., returning alternate days, leaving Cole's Island at 6 a. m.

D. J. PURDY, Manager, Warehouse No. 304.

THANKSGIVING EXCURSIONS

Low Fares via Canadian Pacific SINGLE FARE

Going October 9th
Return October 10th

Fare and One-Third

Going Oct. 7, 8 and 9
Return October 10

TICKETS ON SALE NOW

N. R. DesBrisay, D.P.A., C.P.R., St. John, N. B.

CUNARD LINE

CANADIAN SERVICE. MONTREAL TO LONDON (via Falmouth)

From London. From Montreal. From Bristol. From Montreal.

Sept. 23. AUSONIA Oct. 12
Oct. 14. ASCANIA Oct. 31

Cabin and Third Class.

MONTREAL TO BRISTOL (Avonmouth Dock)

From Bristol. From Montreal.

Sept. 26. FELTRIA Oct. 17
Oct. 3. FOLIA Oct. 24

Cabin Passengers Only.

For information apply The Robert Redford Co., Limited, General Agents, 162 Prince William street, St. John, N. B.

CANADIAN PACIFIC BAY OF FUNDY SERVICE

Atlantic Time. Daily except Sunday

SS. "EMPRESS"

7 a. m. Lv. ST. JOHN Ar. 5 p. m.
10 a. m. Ar. DIGBY Lv. 2 p. m.

N. R. DesBrisay, D.P.A., C.P.R., St. John, N. B.

CANADIAN GOVERNMENT RAILWAYS

Cape Breton Exhibition

SYDNEY Oct. 3 - 6

FIRST CLASS ONE WAY FARE Good Going Oct. 2, 3, 4, 5 Returning Oct. 8, 1916.

For special excursion fares see posters

Thanksgiving Day

First Class One Way Fare Good Going Oct. 9. Returning Oct. 10, 1916.
Fare and One-Third Good Going Oct. 7, 8, 9. Returning Oct. 10, 1916.

CANADIAN PACIFIC EXCURSIONS

From St. John \$10.50 Boston and Ret.

TICKETS ON SALE September 16th to October 14th. GOOD FOR THIRTY DAYS.

N. R. DesBrisay, D.P.A., C.P.R., St. John, N. B.

MANCHESTER LINE

From Manchester. From St. John

Oct. 14 Manchester Merchant* Oct. 28
Steamers marked * take cargo for Philadelphia.

WM. THOMSON & CO., LTD. Agents, St. John, N. B.

FURNESS LINE.

From London. Steamer. From St. John

Sachem. Sept. 26
Sept. 16. Rappahannock. Oct. 6
Oct. 2. Kanawha. Oct. 18

WILLIAM THOMSON & CO., Agents, St. John, N. B.

TRAVELLING? Passage Tickets By All Ocean Steamship Lines.

WM. THOMSON & CO. Limited. Royal Bank Bldg., St. John, N. B.

Eastern Steamship Lines

All-the-Way by Water. INTERNATIONAL LINE. Steamships "Calvin Austin" and "Governor Cobb"

Leave St. John Mondays, Wednesdays and Fridays at 9 a. m. for Eastport, Lubec, Portland and Boston.

Return—Leave Central Wharf, Boston, Mondays, Wednesdays and Fridays at 9 a. m. for Portland, Eastport, Lubec and St. John. (Atlantic Standard time governs departure of steamers from St. John.)

MAINE STEAMSHIP LINE. Direct between Portland and New York. Steamships North Land and North Star. Leave Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays, at 6.30 p. m.

Return—Leave New York, Pier 19, North River, same days at 5 p. m.

METROPOLITAN LINE. Direct Services Between Boston and New York, 13 1/2 Hours. Route via Cape Cod Canal.

Express Steel Steamships Massachusetts and Bunker Hill. Leave North Side Island Wharf, Boston, week days and Sundays at 6 p. m. Same service returning from Pier 15, North River, foot of Murray St., New York City.

City Ticket Office, 47 King Street. A. C. CURRIE, Agent, St. John, N. B. A. E. FLEMING, T.P. & P.A., St. John, N. B.

MAJESTIC Steamship Company.

The steamer Champlain will leave Public Wharf, North End, on Tuesday, Thursday and Saturday at twelve o'clock, noon, for Hatfield Point, and intermediate landings. Returning alternate days due in St. John at 1 o'clock.

R. S. ORCHARD, Manager.

GRAND MANAN S. S. CO.

After Oct. 1st and until further notice the S. S. Grand Manan leaves Grand Manan, Mondays 7.30 a. m., for St. John; returning leave St. John Wednesdays 7.30 a. m., both ways via Campobello, Eastport and Wilson's Beach.

Leave Grand Manan Thursdays 7.30 a. m., for St. Stephen, returning Friday 7 a. m., via Campobello, Eastport and St. Andrews, both ways.

Leave Grand Manan Saturdays 7.30 a. m., round trip St. Andrews, returning 1 p. m., both ways via Campobello and Eastport.

Atlantic Standard Time.

SCOTT D. GUTHRIE, Mgr.

STUDEBAKER

During the coming year, the Studebaker will be a grand voice in the world of automobiles. It will be a grand voice in the world of automobiles. It will be a grand voice in the world of automobiles.