

BAVARIANS OBJECT TO RESTORATION OF THE HOHENZOLLERNS

Notify Prussians That Any Move to That End Will Be Fought to a Finish.

By Vigeo Toppert (Copyright, 1920, by Cross-Atlantic) Berlin, Nov. 15.—The possibility of the return of the Hohenzollerns has greatly agitated the minds of the people of Bavaria who are determined under no circumstances to submit to the Prussian rule of violence under which they have had to suffer for the day when Maximilian of Bavaria proclaimed William II, the first German emperor.

The Bavarians people's party, so far the strongest political body in the country, has definitely broken with the German party of the Centre, and has in very plain words notified the Berlin government that, although Bavaria desires to remain German, it will insist upon being absolutely independent and a sovereign country. Bavaria has also informed Berlin that she intends to send her own ambassadors abroad and also to negotiate whatever treaties she desires with foreign powers.

The Pan-Germans, of course, are furious and in true Prussian manner they have demanded of the Bavarian Prime Minister that he must refuse to support these demands. His answer to this tactless demand is diplomatic, but none the less plain, in as far as he has simply stated that the demands do not yet form part of the programme of the Bavarian government, but he adds significantly that "the new German must either become federalistic or it will never come into being."

What particularly enrages the Pan-Germans is the fact that Bavaria loses no opportunity to show that she looks upon the Hohenzollerns as mere upstarts in comparison with the Bavarian royal house of Wittelsbach, which is indeed one of the oldest dynasties in Europe and the popularity of which is constantly increasing.

MEN AND BUSINESS

(By Richard Spillane)

On much of the freight handled by the railroads of the United States 10 per cent of the cost is absorbed in terminal operations, and only 40 per cent goes for hauling the stuff on the main line.

The railroad problem never will be solved until the terminal business is divorced from the transportation business or, to put it another way, until the railroads are responsible. In the keenness of competition they grabbed what they could in all the great centres—New York, Boston, Philadelphia, Chicago, St. Louis and elsewhere, and in doing so hampered each other sorely.

In very few instances were terminals laid out with regard to science or economy. There is a fearful hodge-podge in various instances.

A great saving could be made through unification of the various terminals in particular cities. There is now the cost of switching from one road to another and from point to point within terminals is very heavy and the process takes much time. There is no chance for the railroads doing this. They have not the money. Every dollar they can rake and scrape together for the next five or ten years is needed for refitting their properties and extending their lines. They will require thousands of locomotives, hundreds of thousands of new cars, millions of tons of rails, not to speak of other betterments.

Terminal operation should be made a business of itself. If separate charges were made for terminal movements and separate charge for main line haul, the shippers soon would appreciate the extent of the present affliction.

Suggestion has been made that railroads should sell their terminals to the municipalities or to corporations made up of interests local to the particular section most concerned. If this were done, it is believed, the shippers soon would come to full appreciation of the need of rearranging terminals so that freight could be handled with the greatest expedition and economy.

Local interests, it is believed, would do what the railroads never could do. Anything a railroad wants to do in regard to terminals usually meets with opposition or is made difficult and very costly. Anything which all the business interests of a city saw was necessary to the better and cheaper handling of freight, they would have the influence to put through to accomplishment with little delay and at comparatively moderate cost.

The pocket-book nerve is sensitive. Shippers never will appreciate the terminal evil fully until its costs are put to them in a way they cannot but see. So long as these costs are absorbed in the whole charge, they will be willing to let the present system remain.

The business of a railroad is to transport freight. Today a freight car is on the main line in gainful occupation an average of less than two hours and thirty minutes out of every day of its life. In other words, it is really making money—profit for the company—only about 10 per cent of the time.

There are no exact figures bearing on the subject but it is a fair statement that a freight car in the course of its life travels more miles in the present, complex system of switching than it does on the main line.

Whether you agree that divorce of the railroad operation and the terminal operation will force correction of whether you think it's the job of the railroad to cure its own troubles there is one thing of which you may be sure. That is: Transportation costs would be reduced decidedly if terminals were laid out scientifically and operated properly. The economy would not end

MRS. M. C. CROWLEY, of Los Angeles, who says Tanlac completely restored her health after everything else, even a change of climate, failed to help her in the least.



"I came to Los Angeles trying to regain my health, but I didn't get any better, even in this wonderful climate, until I began taking Tanlac," said Mrs. M. C. Crowley who lives at 1041 South Hill St., Los Angeles, the other day.

"I was so weak and broken down that I was hardly able to get about at all. I suffered terribly after my meals on account of my food souring and gas forming on my stomach, and I would feel so tight that I could hardly get a good breath. My appetite left me and I was so nervous that I couldn't stand the least noise and I never knew what it was to get a good night's sleep."

"I tried dieting for more than two years, but that didn't help me any, for the films and actually lost twenty-five pounds in weight."

"All the different treatments and medicines I took failed to do me the least bit of good, and I finally came to the conclusion that my condition would never be any better."

"I know from my personal experience with it that Tanlac is a good medicine, for as soon as I began taking it, I began to improve. Why, it is perfectly wonderful the way I have gained in strength, weight and every other way, and I now feel like a different woman entirely."

"I have a fine appetite and my nerves are in such perfect condition that I sleep soundly every night. I never suffer from sour stomach and gas forming after meals and, in fact, all my troubles have just gradually disappeared since taking Tanlac."

"I feel so thankful over my improvement that I am glad to have the opportunity to recommend Tanlac to everybody."

"Tanlac is sold in St. John by Ross Drug Co. and F. W. Munro under the personal direction of special Tanlac representative.—Adv.

THEY WANT FORTY-FOUR HOUR WEEK

Frederick, N. B., Nov. 15.—T. Coughlan, of Ottawa, of the Order of Railroad Conductors, is in the city today in conference with some of the railroad men over a proposed forty-hour week demand, the conference taking place this afternoon.

With the rail operation either main line or terminal. There would be other savings in city haulage to use from freight stations.

A very eminent gentleman once declared it was possible for the railroad to save \$1,000,000 a day. Railroad men who know the extent of the terminal evil do not think half of that figure too high to place on the possible terminal saving today.

If that is a fact, it is time to get busy.

Now She Enjoys What She Eats

Upper White Head, N. S. "I suffered for years with Stomach Trouble and Indigestion and could not get anything to help me. I shall never regret the first day I started taking OLIVEINE EMULSION, now I am practically well. I recommend OLIVEINE EMULSION to anyone suffering from Stomach Trouble."

MRS. CHRIS ARMSTRONG.

PRINCE OF WALES HAS INCOME OF MILLION DOLLARS

Princess Mary Must Content Herself With 6,000 Pounds Annually.

Though the King's two younger children receive only such sums as his Majesty may allow them privately, the elder ones all have their own incomes, guaranteed by Parliament.

At the time of the present King's accession the usual select committee was appointed to consider the question, and on its recommendations the amounts to be paid were adopted by the House of Commons.

For the Prince of Wales the revenues of the Duchy of Cornwall are set apart.

These amount to £200,000, but after deducting various charges and expenses of management the Prince receives only about £30,000 to maintain the dignity of his position, and to meet the endless calls on his purse.

At the age of twenty-one each of the other princes comes in to an annuity of £10,000, to be increased at marriage by another £5,000.

Princess Mary, of the Royal House, receives considerably less than her brothers. Her annuity is £4,100, and this becomes payable when a daughter of the King either marries or attains her twenty-first birthday.

Other royal ladies receiving this amount are the three sisters and three daughters of the late King Edward.

Formerly the allowance was only half the present sum. One of George III's granddaughters, the late Grand Duchess Dowager of Mecklenburg-Strelitz, was the last recipient of the old scale.

KILLED BY OCEAN LIMITED
Amherst, N. S., Nov. 15.—Dr. Orland R. Selter, of Oxford, was struck by the Ocean Limited, westbound, at McCab's crossing, near River Philip, at noon today and instantly killed. Dr. Selter was driving in an automobile and attempted to make the crossing ahead of the train.

MARINE NEWS

High Tide. Low Tide. AM. P.M. AM. P.M. Tuesday... 3.05 8.51 9.18 9.45 Wednesday... 3.53 4.69 10.04 10.20 Thursday... 4.46 5.23 10.53 11.13 Friday... 5.23 6.00 11.46 12.43 Saturday... 6.09 7.03 12.12 12.41 Sunday... 7.35 7.57 1.08 1.38 Monday... 8.24 8.46 2.03 2.31

PORT OF ST. JOHN, N. B. Tuesday, Nov. 16, 1920. Arrived Monday. Coastwise—Sch Emily, 59, Walter, Wilson's Beach; gas sch Jason B, 12, Lakeman, Grand Harbor.

Cleared Monday. Coastwise—Sch Oranbyokha, 21, Cayton, Hampton, N.S.; sch Emily, 59, Walter, St. Martins; str Empress, 612, M Donald, Digby; str Connors Bros, 64, Warsaw, Chances Harbor.

JAPANESE INTEND TO REMAIN IN SIBERIA

(Copyright, 1920, by Public Ledger.) Washington, Nov. 15.—That the Japanese withdrawal from Nicolai-veik recently announced is not to be permanent but merely for this winter due to the lack of winter quarters for troops is the news contained in a statement issued by Lieut. General Tanaka, Minister of War. Some idea of the establishment which Japan will keep in Siberia, despite all withdrawal talk, may be gained from the fact that the estimates for the budget for this purpose is 50,000,000 yen.

"Some people appear still to be under a false impression with reference to the government's attitude on the Siberian question," says the Tanaka statement.

"As has been frequently stated, the government's policy towards Siberia has always been the same, and it was only because of reliable signs of political settlement in Eastern Siberia that the troops were withdrawn from Chita and now from Halarovsk."

"The authorities have decided to withdraw from Nicolai-veik this year but this does not, in the least mean the evacuation of our troops from the port. It is true that wintering in the port is not an impossibility, but the authorities have concluded that it would

be safer for the Japanese to withdraw for the remaining period of the current year and to pass the winter at Alexandrovsk in view of the considerably laborous preparations that wintering in the port of Nicolai-veik requires. The government intends to winter at the port next year when every necessary preparation for the purpose will be complete.

Furness Line

From London To London via Halifax Nov. 24 S.S. "Kamawha" about Nov. 25

Manchester Line

From Manchester To Manchester via Philadelphia Oct. 24 S.S. Man. Shipper Nov. 15 From Manchester, From West St. John Nov. 24 Man. Corporation Dec. 15

FURNESS, WITHY & CO., LIMITED

Royal Bank Bldg. Tel. Main 2616... St. John, N. B. EASTERN STEAMSHIP LINES, INC. During the winter months and until the International Line Service is resumed between Boston and St. John, freight shipments from the United States, especially from Boston and New York, destined for St. John or other points in the Provinces, can still be routed in care of the Eastern S. S. Lines, and same will be forwarded promptly each week via Yarmouth and S. S. Keith Cann to St. John. This is a weekly service and shipments leaving Boston Thursdays will reach St. John Mondays. Heavy machinery and perishable freight not accepted. Rates and information on application.

TIME TABLE

The Maritime Steamship Co. Limited. Commencing June 7th, 1920, a steamer of this line leaves St. John Tuesday at 7:30 a.m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Wednesday, two hours of high water for St. Andrews, calling at Lord's Cove, Richardson, Back Bay and L'Etete. Leaves St. Andrews Thursday, calling at St. George, L'Etete, or Back Bay and Black's Harbor. Leaves Dipper Harbor Friday for Dipper Harbor, calling at Beaver Harbor. Leaves Dipper Harbor at 9:30 a.m. on Friday. Freight received Mondays 7 a.m. to 5 p.m.; St. George freight up till 12 noon.

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GRAND MANAN S. S. CO.

Steamer leaves Grand Manan Mondays 7:30 a.m. for St. John via Campobello and Eastport, returning leaves St. John Wednesdays 7:30 a.m. for Grand Manan, via the same ports. Thursdays leaves Grand Manan 7:30 a.m. for St. Stephen, via intermediate ports, returning Friday. Saturdays, leave Grand Manan 7:30 a.m. for St. John, via intermediate ports, returning same day. GRAND MANAN S. S. CO. P. O. Box 357, St. John, N. B.

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CLASSIFIED ADVERTISING

Two cents per word each insertion. Minimum charge twenty-five cents. RECRUITS WANTED 3rd "N. B." Heavy Brigade Canadian Artillery Training will commence Tuesday, November 23rd, and a Provisional School started on the same date. Members of the Brigade already enlisted will parade in uniform. 15th Heavy Battery and 6th Siege Battery at the Armouries 8 p.m. November 23rd. 4th Siege Battery date will be published later. Recruits may enlist at room 27, Armouries, on Tuesdays and Thursdays, between 7 and 9 o'clock. (Sgd.) E. M. SLADER, Adjt.

PERSONAL

LADIES, ATTENTION—Dr. Le Freres Parisian Complexion Cream quickly removes Blackheads, Pimples, Enlarged Pores, Crow's Feet, Wrinkles. Immediate results guaranteed. Full treatment, price \$1.50, sent on receipt of Postal or Money Order. Sole Agents: The Merchants' Publicity Association, Suite 421, 439 Standard Bank Building, Vancouver, B. C. Pay your out-of-town accounts by Dominion Express Money Order. Five dollars cost's three cents.

CUNARD ANCHOR ANCHOR-DONALDSON

MONTREAL-GLASGOW Nov. 20... Casandra PORTLAND-GLASGOW Dec. 9 (Christmas Sailing) ... Dec. 18, Feb. 18, Mar. 29, Casandra Jan. 18, Mar. 11, Apr. 20... (Saturdays) N. Y.-GLASGOW (Via Mobile) Dec. 11, Jan. 15, Feb. 19... Columbia NEW YORK-LIVERPOOL Nov. 18, Dec. 15, Jan. 12... K. Aug. Vict Nov. 20... Vasari Nov. 24, Dec. 25, Jan. 22... Carmania N. Y.-PLY. AND CHER. M. 16, Apr. 19, May 23... Caronia N. Y.-CHEROBURG, SOUTHAMPTON Nov. 18, Dec. 23, Jan. 29... Imperator Nov. 23, Dec. 14, Jan. 25... Aquitania N. Y., PLY., CHER., HAMBURG. Nov. 27... Caronia Dec. 9, Jan. 18, Mar. 1... Saxonia N. Y. PATRAS, LUGOROVNIK AND TRIESTE Nov. 20... Italia For rates of passage, freight and further particulars apply to local agents of THE ROBERT REFORM CO., LTD. 140 PRINCE WILLIAM STREET ST. JOHN, N. B.

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Table with columns for City, AM Time, PM Time, and days of the week (Su, Mo, Tu, We, Th, Fr, Sa). Rows include SYDNEY, HALIFAX, ST. JOHN, CHARLOTTETOWN, MONTREAL, OTTAWA, WINNIPEG, EDMONTON, VANCOUVER, and PRICE RUPERT.

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