# The Italian Situation Is Looking Up

## Optimism Expressed in Paris That Disputes Are Nearing Settlement With Italy Making Concessions.

## PREPARING TERMS FOR AUSTRIA

## It is Asserted in Some Respects They Will Follow Terms Laid Down in the German Document.

New York, May 13.—The Associated Press tonight issues the following:

Philipp Scheidemann, the German chancellor, has followed the lead taken by President Ebert in a statement to the National Assembly in Berlin couched in language more forcible than that of Ebert. Scheidemann declared that the peace terms are not acceptable to Germany.

Cheering from all the factions in the chamber, excepting from the benches of the Independent Socialists, even from the press gallery, greeted the chancellor as he characterized the treaty as "dreadful and murderous" document which would make an enormous jail of Germany in which sixty million persons would have to labor for the victors in the war. The speaker several times charged deception on the part of President Wilson, and the abrogation of his promised fourteen points for peace.

It is reported that Scheidemann has been informed by the leaders of the two democratic parties, and the parties of the central that these factions will withdraw their representatives from the government if the peace treaty is signed. Meantime, however, the German plenipotentiaries at Versailles are continuing their work of assimilating the terms of the treaty and formulating such protests as they desire to make, while others of the delegation are in Berlin discussing the prospects with the government. Still another German note—the fifth—is to be delivered at the French foreign office Wednesday.

As for the Allied and Associated representatives, they are leaving Germans severely alone for the present, except for dealing with their communications are now engaged in settling up the peace terms which are to be handed Austria; endeavoring to disentangle the snarl in the skein of discord with Italy as regards Fiume and the Adriatic region, and discussing the Turkish problem.

Optimism has been expressed in Paris that the Italian situation is nearing settlement, the Italians evincing a disposition to make concessions. Premier Orlando again called Tuesday at the residence of Colonel House, of the American delegation, and went over the situation, while in the afternoon President Wilson had an engagement with Thomas Nelson Page, the American ambassador to Italy with whom he doubtless went over the disputed ground. As for the Austrian treaty it is said to be nearly complete. While the details of it have not become known, it is asserted that some respects it will follow the German document. This is true especially as regards trial by court martial of persons responsible for violation of the rules of warfare during the period of hostilities, although it is said no demand is to be made for the trial of former Emperor Charles by an international civil tribunal. The delimitation of the boundaries of Austria will follow the lines laid down in the treaty of London.

With the expected advent of the Austrian delegates at St. Germain-En-Layen, the Germans at Versailles are given permission to be allowed to communicate with them. Count von Brockdorff-Rantzan of the German contingent is said to be carried his request to the point of sending a German delegation to meet the Austrians on their arrivals. The answer of the Allied and Associated representatives is problematical.

## OBITUARY

### Dr. Edward Chandler.

Special to The Standard.

Moncton, May 13.—One of the oldest medical practitioners in eastern New Brunswick, in the person of Dr. Edward Botsford Chandler, passed away at his home in this city tonight, after a few days' illness. Dr. Chandler was 74 years of age and was born at St. Andrews, N. B., and was the youngest son of the late Judge James Watson Chandler, who was the first county court judge for the combined counties of Westmorland, Albert and Kent. Dr. Chandler first practised in Shediac and Bay Vert for about eight years, then removed to Moncton where he has been practising for about forty years, with the exception of one year in Bridgeport, Conn. He was one of the best known physicians in the province. He is survived by his widow and one son, Edward A. student at McGill. One brother, James W., formerly of Halifax, and at present residing in Moncton, also survives.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM
BRIGHT'S DISEASE
DIABETES BACKACHE
NUMBER 23 THE PROPRIETARY

# EATING IN GREAT BRITAIN CHEAPER THAN IN AMERICA

## U. S. Congressmen Returning from Abroad Say Meals Are Lower in England, Higher in France.

Eeating in Great Britain is cheaper by far than in the United States, which produces the food, say Congressmen just back from visiting that country and France.

"In England you can get a good meal at one-half the price charged in Washington," declared Rep. William R. Green of Iowa, Republican member of the Ways and Means committee.

"In France prices were generally higher than in the United States, but hotel rates for rooms were not much different, although Paris, is overcrowded. London is also, but the London hotel keeper did not go up so greatly on his rates.

"Our military police are most noticeable in London because they carry sticks. The London 'bobby' carries none visible.

"France seems to have spent all of her energy on the war and exhausted herself. She lacks constructive statesmen who have the courage and ability to solve the after-war problems. Like ourselves, the French find the problems of reconstruction even more difficult than those of war times. They are struggling in the face of an enormous debt and an approaching deficit in revenue of great proportions, but they still cling to their antiquated methods of taxation, which bear the heavier on the consumer and only lightly tax large incomes and large estates.

"Radical Socialism seems to be rampant and the condition, in my opinion, will grow more serious if reforms in the way of taxation are not instituted.

# HOW THE WEEDS ARE SPREAD

In his struggle against weeds, a farmer is more likely to be successful in his efforts if he understands clearly how weeds gain an entrance on to the farm in the first instance and how those already there spread from one part of the farm to another. Weeds may gain entrance to the farm or be dispersed over a wider area in one of the following ways:

1.—As impurities in the seed sown. Most samples of agricultural seeds contain weed seeds in greater or less amount, which are sown with the useful seeds and thus the weeds may, quite unknown to the farmer, gain an entrance on to his land. The seed sown should be absolutely free from weeds of all kinds—a condition of things which is seldom realized.

2.—By the agency of threshing machines. The threshing machine should be thoroughly cleaned before it is allowed to begin operations on the farm.

3.—In stable manure, and feeding stuffs. Hay and feeding stuffs often contain weed seeds, some of which are liable to find their way into the manure heap and eventually on to the land. Some seeds can pass through the bodies of animals and afterwards germinate.

4.—By the action of the wind. Many seeds, such as those of Dandelion and Thistle, are furnished with a tuft of hairs which enables them to float in the air for long distances. In other cases the seeds or even the whole plant may be blown over the frozen surface of the snow.

5.—By the agency of animals. The seeds, or those parts of plants which contain the seeds, as in the case of Blue Bur and Burdock, are provided with hooks by means of which they become attached to the wool of sheep or the clothing of workers on the farm and in this way may be carried into fields where formerly they did not exist.

6.—By cultivation. In some plants, especially those with creeping underground stems, such as Quack Grass, the broken pieces may be carried all over the field by farm implements and thus dispersed over a much wider area than the parent plants originally occupied.

# SIR ROBERT WILL RETURN TO CANADA

(Continued from page 1)

into the economic situation with a view to a scientific tariff.

As for Liberal-Unionist low tariff supporters, their position is not an easy one. They are being bombarded from the west with demands to accept nothing but sweeping tariff reductions, and any other course involves possible political suicide. At the head of this group is Mr. Crerar, Minister of Agriculture, a Liberal in the truest sense of the word, a progressive who believes in progress, and who makes no secret of his adherence to the low tariff doctrine. Mr. Crerar's course is being watched with particular interest. Holding the views he does, it would not be surprising if the Minister of Agriculture found himself unable to accept the budget proposals, but, so far as can be learned, there is no question of his joining forces with the opposition, because he has unquestionably learned that the policies of which he stands have few, if any, friends to the Speaker's left. "Where do we go from here? he is reported to have jauntily asked the other night when Mr. Mackenzie made his emphatic declaration for protection, and if in the developments that are coming he finds it impossible to reconcile his views with his colleagues' proposals, the most he will do is to sit over on the cross benches.

The adoption of a Canadian national flag was strongly urged by Mr. A. R. MacMaster. He pointed out that both Australia and New Zealand had their own national flag. He believed that it would help to create a sound national spirit. It was a matter which deserved public attention.

Hon. W. S. Fielding said that there was often used improperly the red ensign with the arms of Canada on the field. This was purely a marine flag.

Mr. Carvell expressed no opinion on the subject.

# CASUALTIES IN FRENCH AIR WORK

## Over 6,000 Were Killed in the War Zone—Outside Zone Casualties Totalled 1,227.

Paris, May 13.—(French Wireless Service.) — The casualties in the French air service in the war zone during the war were 6,328, it was officially announced today. The casualties were divided as follows:

Killed, 1,942; wounded, 2,922; missing, 1,461.

Of the missing, it is stated 700 must be considered to have lost their lives.

Outside the war zone the casualties totalled 1,227, bringing the aggregate for the whole service 7,556.

# EMPRESS OF JAPAN DUE AT VANCOUVER SATURDAY, MAY 24

## Has Five Officers and Fifty-six Other Ranks for St. John District.

Ottawa, May 13.—The transport Empress of Japan, which sailed from Vladivostok on May 9th, with 638 members of the Canadian Siberian expeditionary force on board, will probably dock at Vancouver on May 24. Of the total there are four officers and 186 other ranks for the Halifax dispersal area; five officers and 56 other ranks for St. John, and one officer and one other rank for Quebec.

# ROYAL COMMISSION CHANGES DATES OF EASTERN ITINERARY

Fort William, Ont., May 13.—Revised eastern itinerary of Industrial Commission is as follows:

Cobalt, May 15 to 16; Sudbury, 17; Sarnia, 19; London, 20; Hamilton, 21 to 22; Kitchener, 23; Toronto, 26, 27, 28; Montreal, 29, 30, 31; St. John, June 2nd; Halifax, 4; New Glasgow, 5; Sydney, 6; Quebec, 9.

# BOSTON MAN HEADS N. S. TRAMWAY CO.

Halifax, N. S., May 13.—A Stuart Pratt, of Boston, has been appointed president of the Nova Scotia Tramways and Power Company. He is connected with Stone & Webster, and is in Halifax at present looking over the company's position and prospects, on which it is proposed to make large expenditures. In the meantime, however, no definite policy has been decided on.

# TWO MORE AIRMEN AT ST. JOHNS

St. John's, Nfld., May 13.—Alcock and Brown, two more British airmen who will attempt to fly the Atlantic in airplanes, arrived today. They say their machine left England, May 5, on the steamer Glendevon, due here this week. They will use the Mount Pearl ground unless they get a better place. The arrival of the American dirigible is now expected on Friday or Saturday.

# PROHIBITION BILL BEFORE PARLIAMENT

(Continued from Page 1)

proposal and finally, before the resolution passed, announced he would move an amendment permitting the importation of wines of the same strength as were legal in any province, and their transportation from one province to another.

There was a frank speech on the subject by Major Andrews, of Centre Winnipeg. He had the courage of his convictions, as he admitted that he had been overwhelmed with prohibition resoltuions. "I stand absolutely four square against prohibition," declared Major Andrews. He quoted scientific authorities to prove that whiskey was a sedative for the nervous system. "There was never a time," he declared amid laughter, "that a tormented world needed a sedative as much as at the present time." Continuing the Major candidly told the House that he thought he had reached the time of life when he knew what was good for him. Now if I take a cup of coffee I am sick for a week. A little whiskey at night and I am all right. It annoys me when another men comes along and tells me what I shall drink, and tries to force me. It is too parental."

There was an amazingly clever speech by J. A. Stewart, the new member for Lanark. He took the ground that the Doherty Act of 1916 gave the power to the provinces to prohibit inter-provincial traffic in drink if they so desired. If Ontario, or any other province wanted to prohibit the importation they had this act to fall back upon, action by the Dominion was unnecessary. Mr. Stewart described the measure as the worst kind of class legislation. If a man had the inclination, the foresight and the money he was able to stock up and the law protect him. The man who was abroad for the last four years had no redress. He suggested that if they wanted real prohibition they should make it illegal to have private supplies. It was fast becoming so that in the large centres there was no recognized property in whiskey. There were twenty to thirty thefts a day in Toronto. Nothing was heard of these thefts because the people of Toronto would rather lose their whiskey than admit they had any. He claimed that the whole question should be left to the provinces and they had sufficient power to take all the action required.

There are rumors that the senate is determined to greatly amend the bill, and as already stated, the passage before it is bound to be a rough one in any case.

GRAY HAIR

Dr. Tremain's Natural Hair Restorative, used as directed, is guaranteed to restore gray hair to its natural color or money refunded. Positively not a dye and non-injurious. Price $1.00. For sale in St. John by The Ross Drug Co., Limited, 100 King street.

# AIRPLANES "SEE" IN DARK BY INVENTION OF BOY OF 20 YEARS, IT IS REVEALED

## Convention at Atlantic City Amazed When it Hears of the Devices of Earl C. Hanson, Kept Secret During the War.

Atlantic City, N. J., May 9.—One of the most difficult problems of aerial navigation has been solved by a California electrical expert twenty years old who, today was permitted for the first time officially to release the facts to the public by special permission of Frank D. Roosevelt, Acting Secretary of the Navy. The demonstration was the feature this afternoon of the sessions of the second Pan-American aeronautical convention.

The announcement was made on the day that the navy seaplanes started on their trans-Atlantic journey and it was revealed that their big seaplanes are equipped with this device.

The inventions disclosed, which are of greatest scientific utilitarian moment, came from Earl C. Hanson, the youthful wizard whose genius originated and developed the contrivance in connection with the radio division of the bureau of steam engineering of the navy department. Mr. Hanson, who was connected with that department throughout the war was accompanied by Ensign J. B. Brady also of the bureau, the two being specially delegated by Mr. Roosevelt to divulge the secret before the international aerial experts in attendance at the convention.

As nearly as the invention can be scribed to the lay mind it amounts to an electrical scent which serves as a guiding hand to navigators of the air groping around blindly in dense fogs or other untoward atmospheric conditions that make a view of the landing port impossible. In future this device will guide the noses of the aerial greyhounds on their trans-Atlantic voyages.

Mr. Hanson who was the first to talk by wireless from a speeding express train to airplanes darting through the air scores of miles away, has developed a landing and fuel station for aircraft which includes a combination of three different devices that have been so thoroughly tried out in conjunction with naval water craft that experts of the Navy Department and those who witnessed the demonstrations here today are confident that it will prove the very thing that sky pilots have been seeking to bring the commercial and every day flying into popularity.

Mr. Hanson said:—"One of the most important problems confronting the successful future of commercial aerial navigation has been the development of a practical means for the landing of aircraft with absolute safety in darkness and the densest fog. At present, unless atmospheric conditions permit a clear vision of the field from a considerable distance and altitude, the bringing of aircraft to earth at the spot chosen is uncertain and hazardous. At night even with the use of powerful searchlights, successful landings are exceedingly difficult.

"The plan which it is now proposed to divulge for commercial use as a means of safeguarding machines and ships of the air in every day traffic, the government is releasing for the first time. It is a system that has been found practical and invaluable during the war period, but which until this time it has kept secret for obvious reasons, withholding the public registration of some twenty patents until now.

### Radio Directive System.

"It comprises broadly the combination of a radio directive transmission system to guide aircraft at high speed in a direct course between separated cities or points by means of what is termed audio frequency, which is a finer development or intensifier of wireless transmission, making possible a more ready detection of signals entirely independent of other radio flashes that may be passing through the same aerial section or block and without interference with the straight wireless flashes.

"The system followed is to project audio frequency energy to predetermined altitudes but restricted to the areas over the landing field and working with this is a buried illumination system which serves as a guide for the landing once the aviator has received his instructions and penetrated down toward the field landing through fog or other bothersome atmospheric conditions. This lighting signal is a sort of indirect system; there is no searchlight flashing into the eyes of the aviators, but it is kept down below the surface and revealed through a heavy glass surface even with the level of the field.

### To Indicate Exact Locations.

With the combination of the audio frequency signal and the lighting system the landing station is so equipped that aircraft flying between two ports can follow a direct course by noting the route in which the maximum strength of radio signals is received. If desired (visible electric indicators actuated by the radio signals are utilized. The purpose of the audio frequency transmission system is to indicate the exact location of the landing field in such a way that the air pilot in crossing the beam of projected audio frequency energy is not only aware that the field lies directly below, but can determine under any condition his approximate altitude.

"Before discussing the complete system it would be well to consider the development of the radio compass. Under the direction of Captain S. C. Hooper, U. S. N., head of the radio division of the Bureau of Steam Engineering, this new application of radio has progressed far beyond anything realized by the public. Captain Hooper is a firm believer of the radio compass as a means of promoting the safety of sea or aerial navigation. Upon his recommendation the experts of the naval radio laboratory, bureau of standards, Washington, took up development in this important field. Today all ships of substantial size in the navy are equipped with this marvelous radio compass and shore compass stations are rapidly being constructed at the entrances of our principal harbors from which navigators may obtain bearings although their ships may be enveloped in heavy fog.

"We are now ready to consider the application of the radio compass to aerial navigation. In fact the navy airships now making the 'big hop' over the Atlantic are so equipped and the use of these new ether appliances is certain to prove one of the important factors in the success of the trans-Atlantic aerial voyage."

### Helped in English Channel.

Mr. Hanson revealed that the apparatus played a great part in finding German vessels in the English channel and enabled naval intelligence officers to obtain accurate information of the German plan through the interruptions of messages from the Teutonic radio plants both aboard ships and in the first six months after America's entry into the war, says General de Lacroix, the Orleans railway system transported from St. Nazaire to points inland 12,000 American officers, 46,000 men, 22,000 horses, 200 wagons and 25,000 tons of material.

On top of this came another and more serious emergency—the rout of the Italians at Caporetto—which necessitated the sending of big reinforcements of French and British troops from France to plug the gap and save Italy from the Austrian invaders. Says General de Lacroix:

"On Oct. 23, 1917, the day when the enemy penetrated south of Piezzo, the Paris-Lyon-Mediterranee railway company was asked by the military authorities to collect, within 24 hours, the crews and cars necessary to transport immediately beyond the Alps 120,000 British and French troops, with all their artillery and material. This prodigy was accomplished. Less than 24 hours after the receipt of the order, 500 locomotives and 12,000 cars departed from points all over the network of the company's lines toward the zone of embarkation of the troops. One day later the assembled trains were ready.

"On the 28th, the 12,000 cars started and, for four days, stretched between the French front and the Trentino. On Nov. 8, the Italians, having carried out their retreat, were enabled to stop in complete safety on the Piave, assured of French and British reinforcements."

Through 1917 and 1918 the French railways kept up their admirable war work, despite all handicaps, contributing toward the success of the retreat before the German offensive of 1918 and toward Foch's tightning blows of last summer which ended the war. Now, finally, their strain is over, they can try to patch themselves up and get back to a normal basis, and men like General de Lacroix can figure up just what that strain has been from one end of the war to the other. Here are some of the figures complied by him, taken at random from his articles:

The Orleans system alone carried, in 1915, a total of 3,700,000 officers and men; in 1916, 5,827,528; in 1917, over 8,000,000.

The "regulating stations" of the French railway systems which became the great distributing centres of the trains destined to keep the front supplied with men and material, were each organized on the basis of supplying daily, for each army of 500,000 men, the following:

Ten provision trains.

Five trains of artillery munitions.

Two train with miscellaneous supplies.

Two trains with stones for repairing roads.

Three trains for reinforcements.

In other words, a total of 23 trains per "regulating station." All told, the French armies required 200 trains a day, which, allowing for rolling stock, withdrawn for repairs, meant 550 locomotives and 30,000 cars.

Each French division in battle required, at the end of each day within easy distance, 1,000 tons of supplies. To supply all the French fighting forces it was sometimes necessary to provide 100,000 tons daily.

To fill up vacancies caused by the drafting of railway employes for the army, the French railway companies finally resorted largely to the employment of women, until, in 1917, they had a total of 32,000 women employes. The percentage of these ran from 11 to 20 of the total number of employes, whereas in England it never passed 5 per cent.

Despite the constant building of new rolling stock, the total of French, English, Belgian, and American railway stock in France on Sept. 17, 1918, at the height of the strain on the French railways, was 6 per cent. less in cars than the peace total, according to a statement made in the French Chamber of Deputies.

During the war 7,000 kilometers of new standard-gauge railways (about 4,375 miles) were built in France, an average of 150 kilometers (about 93 miles) per month.

In 1914 France had 1,400 kilometers (about 875 miles) of narrow-gauge (60 centimeter) lines, with 60 locomotives and 350 cars. In 1918 the length of these lines was 4,000 kilometers (about 2,500 miles) and they employed 900 locomotives or tractors and 4,500 cars. Many locomotives had been replaced by tractors using gasoline.

In 1918 the construction of narrow-gauge lines had reached such a point of efficiency that they followed the advancing armies at the rate of 1,500 to 2,000 meters daily (about 1 1-3 miles.)

General de Lacroix points out that the German wail about the armistice clause requiring the delivery of 5,000 locomotives, 150,000 cars and 5,000 auto trucks is unjustified in view of the fact that Germany increased her rolling stock during the war by the following totals of captured cars: Belgian, 80,000; French, 25,000; Russian, 70,000; Serbian, 12,000—a total of 187,000.

London, May 13—(Reuter's)—Lieut. Col. Wilson, of the British staff in Mesopotamia, flew from Mosul to England in one week. He crossed the desert from Mosul toward Cairo in one day.

# AIRPLANE "ARREST" AT ATLANTIC CITY TOOK 11 MINUTES

## Car "Stolen" from Grandstand and "Thief" Caught Within Few Minutes.

Atlantic City, N. J., May 10.—New York's aerial police co-operating with the shore authorities, today made the first airplane "arrest" ever recorded as one of the features of "police day" staged here on the programme on the second pan-American aeronautical convention. Fifteen members of the New York air force put the programme through before representatives of the leading cities of the east, winning great favor with the work and, incidentally, giving the Atlantic City airport the honor of being the first "headquarters" in action to make an actual arrest.

Sheriff Alfred J. Perkins of Atlantic City, drove to the aviation field in his automobile and left it parked near the end of the grandstand. While he was chatting with Eddie Stinson, the skyrocket among the aviators here participating in the meet, Richard Black, assistant chief of the Atlantic City vice squad, started on a mad dash along the meadow boulevard, which parallels the air port. The "chief" headed toward Pleasantville, the main land town at the other end of the meadows, five miles away.

Seizing a small parachute, which had been used during the last several days to demonstrate mail bag delivery from a airplane without the necessity of a stop, Sheriff Perkins leaped aboard the Stinson air plane. About that time Deputy Sheriff Mapes, of the New York air police "recognized" Black as a "notorious New York motor bandit" as the "thief" shot past the grandstand. Captain Horace Keane of the Cloud Division, was circling overhead in an airplane and Major Mapes operating a wireless telephone headquarters, shot instructions to him tha the man in the automobile was "badly wanted in New York." Keane wheeled about and set sail for the mainland just as Chief Perkins, aboard Stinson's machine, left the ground, and then took up the pursuit together.

The speeding airplanes beat the motor car to Pleasantville, where Chief Perkins dropped a message via the parachute to a traffic officer on the shore road, over which all motor traffic must pass to get anywhere on the mainland. The policeman intercepted the speeding "thief" as he approached the crossing and placed him under arrest. Captain Keane descended in a field nearby and lodgeded a detainer with Chief Perkins, who had also alighted. The "prisoner" handcuffed to Detective Fulmer, was back in front of the grandstand eleven minutes after he had "stolen" the car, and the first official aerial arrest was recorded at "headquarters."

A short time later, Major Pollock, wing commander of the police squadran demonstrated an "arrest" with a seaplane, capturing a "motor boat pirate" in the waterway that forms a part of the airport.

The world's first airport here is to serve as the model for municipal institutions of the kind throughout the nation. It has facilities for both seaplanes and airplanes.

# BOLSHEVIKI HOLD THEIR POWER BY REIGN OF TERROR

## Serbian Reconquest of District Reveals That Hundreds of Citizens Were Murdered.

Bielebei, Province of Orenburg, Russia, April 21 (by the Associated Press) —The story of Bolshevist rule, unfolded by the reoccupation by the Serbian army of a large section of Territory, discloses wholesale murder, robbery and persecution. Investigation by the Associated Pess shows not a single instance of constructive work.

Throughout the district of Ufa, Bielebei and Bugulma hundreds of citizens of the better class and small property owners are known to have been murdered; other hundreds have disappeared. The fate of seven hostages from Ufa, including Count Peter Tolstoi, member of the first Imperial Duma, and several engineers is not known. The widow of a prominent physician of Bugulma, who had been in jail for five weeks charged with political activity, related that groups of her fellow prisoners were taken before an inquiry commission at intervals, and from each group about one-third the number were condemned to death, among them a priest, local government officials and landowners. Prisoners were sent to the cemetery to dig graves for those who were put to death. This woman, whose name is Varvara. Andreyeff was released through the efforts of the local teachers' organization.

The Bolshevist courts are a travesty, judges are strongly partisan and subject to recall by the Inquiry Commission. Persons accused of crime are permitted counsel only from a group of official attorneys appointed by the same commission. This commission has the power to condemn to death without reference to the Court. Thirty or more persons were condemned in this way in Nfa alone. Offences punishable by death include drunkenness, dealing illegally in liquor and in some cases, prostitution.

The hurried flight from Ufa of the Bolshevist forces necessitated the leaving of the bodies of ten of their victims in the courtyard of the commissioner's headquarters. The victims included a teacher in a French school.

Ufa has enjoyed some measure of immunity because it has representation in the Moscow government. Nevertheless, churches have been desecrated and a reign of terror maintained. Three women were shot for expressing satisfaction over the prospective departure of the Bolsheviki. Two school girls were murdered because of friendship with the Czechs.

A Good Appearance

—A man doesn't buy clothes altogether to please himself.

—There is no question but that he wants to be pleased with his clothes, but after all, he wants to make a good appearance.

—Of course a man who takes pride in his own clothes naturally will gain the respect of others.

—The right selection is here because we have the right clothes for him.

Ready for wear, $20 to $50.

Gilmour's, 68 King St.

10 per cent. discount off soldier's first outfit.

## THE WEATHER

Maritime—Light winds; fair and moderately warm.

Toronto, May 13.—Good rains have occurred today in Saskatchewan and Manitoba, while from Ontario eastward the weather has been fine and warmer especially in the Ottawa Valley where the temperature at some points has been above eighty degrees.

| | Min. | Max. |
|---|---|---|
| Dawson | 26 | 56 |
| Prince Rupert | 40 | 56 |
| Victoria | 44 | 62 |
| Vancouver | 44 | 66 |
| Kamloops | 34 | 54 |
| Calgary | 32 | 62 |
| Edmonton | 34 | 58 |
| Battleford | 40 | 60 |
| Medicine Hat | 36 | 64 |
| Winnipeg | 52 | 58 |
| Parry Sound | 32 | 68 |
| Toronto | 40 | 71 |
| Kingston | 42 | 58 |
| Ottawa | 40 | 78 |
| Montreal | 48 | 74 |
| Quebec | 40 | 78 |
| Halifax | 42 | 56 |

When you feel that your stomach, liver or blood is out of order, renew their health by taking

BEECHAM'S PILLS

Largest Sale of any Medicine in the World. Sold everywhere. In boxes, 25c.

# LATE SHIPPING

Southampton, May 13—Ard, str War Horus, Halifax, N. S.

Falmouth, May 13—Ard, str War Bridge, Halifax; Mackworth, St John.

Aden, May 13—Ard, str Clan Gordon, St. John, N. B.

Halifax, May 13—Ard, str Digby, Liverpool; sch Village Leaf, Newfoundland.

Sld, War Halifax, Brow Head; str Virginia, Montreal.

# PRICES STEADY ON THE BOURSE

Paris, May 13.—Prices were steady on the Bourse today. Three per rentes 62 francs, 75 centimes for cash. Exchange on London, 29 francs, 34 centimes.

The dollar ranged from 6 francs, 22 centimes to 6 francs, 27 centimes.

### "Of What Value."

Louisville Courier-Journal: "If it takes all these days and weeks of planning and preparation, waiting for wind and weather and delaying on account of wind and weather, to say nothing of the thousand and one other things that it seems must be just right, but are always just wrong, what practical value will an air fight across the Atlantic have when it shall be finally made? Any more than reaching the North Pole was?"

### The Proper Treatment.

Old Man Pester—I don't want you to treat my friend Hardnox as coldly as you do. He may not have much style, but he's a diamond in the rough.

Ethel Pester—I know he's a diamond in the rough. That's the reason I'm cutting him.

Took Severe Cold ON HIS LUNGS.

COUGHED PHLEGM and BLOOD.

On the first appearance of a cough or cold, do not neglect it, but get rid of it at once before it has a chance to grow worse, and gets settled on the lungs, causing bronchitis, pneumonia and other serious lung troubles.

Dr. Wood's Norway Pine Syrup will cure the cough or cold on its first inception and perhaps save you years of suffering.

Mr. G. F. Stratychuk, Canora, Sask. writes:—"Last winter I took a most severe cold on my lungs and was coughing up phlegm and blood most of the time. I had the cough for over two months, and took a great deal of different medicines, but found no relief from them. At last a friend advised me to take Dr. Wood's Norway Pine Syrup, which I did, and it gave me great relief in a very short time, and today I am enjoying good health again."

The marvellous results that Dr. Wood's Norway Pine Syrup has achieved in its cures of coughs, and colds has caused many so-called "pine" preparations to be put on the market, which do not contain any pine whatever. See that you get the genuine when you ask for it.

Put up in a yellow wrapper; three pine trees the trade mark; price 25c. and 50c. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.