

Reserve Battalion Is Due At Halifax

Quite a Number of Originals
of Fighting 26th Expected
Among the 976 Non-Coms
and Men Bound to St.
John.

It is expected that quite a number of the "originals" of the Fighting 26th Battalion, who were wounded during the early fighting days of that unit, will be among the 976 non-coms and men who are returning with the 18th N. B. Reserve Battalion on the 10th Northland, due at Halifax today.

Major A. W. Gregory, M. C., who was on the staff of the 18th Reserve Battalion for some time, in speaking to a standard reporter last night said that many of the non-commissioned officers of the reserve were old 26th Battalion men, and that in his opinion the majority of the unit are men who have gone over as originals either with the 26th Battalion or the 56th Battalion; the number of draftees who are in the reserve is not very great.

The originals of the older units now attached to the reserve are mainly men who have been casualties who were so incapacitated that they were unfit for further service in the front line; others of the originals now in the ranks of the reserves are men who through taking advantage of leave or other reasons were delayed in the old country when the 26th Battalion sailed for home.

The Northland, with the N. B. Reserve Battalion on board, sailed from Liverpool last Thursday. Major H. B. Wood, M. C., an original of the 26th Battalion, is the officer in charge of the returning unit and Major J. McKenna, B. E. C., is among the other New Brunswick officers returning on the liner.

Considerable work is attached to the disembarking of a force of nearly a thousand men, consequently a military party consisting of Capt. Vernon Kierstead, Lieut. Louis Ritchie, Lieut. C. K. Jones, Captains Kennedy, Duff and Farr, with several non-coms, left last night for Halifax as an advance guard to welcome the men and to lighten the labors of the local clearing staffs when the final parade is held in the city. Charles Robinson, representing the Soldiers' Civil Re-establishment Commission, also went on the train to Halifax and will accompany the boys on the return trip.

Due at Halifax within a day from the arrival of the S. S. Northland are the giant liners Mauretania, Baltic and Olympic, three of the largest ocean greyhounds afloat, each with a military party aboard. This week will therefore see the last large unit enter and disembark in the Loyalist City and preparations for a public celebration have been started by the city fathers, who are securing two bands to meet the troops on their arrival here.

OFFICIAL OPENING OF THE PLAYGROUNDS

Children Were Out in Force
Yesterday—Returned Sol-
diers Are Caretakers, Giv-
ing Great Assistance to the
Teachers.

The official opening of the supervised playgrounds of the city took place yesterday and the children were out in force to take advantage of the play spots. Yesterday afternoon Mrs. W. C. Good made a tour of inspection of the various grounds and found everything running smoothly and the little ones having a fine time. The opening of the city playgrounds had to a large extent, she said, removed one source of trouble in past years, the coming around of larger boys who made trouble for the teachers, but who now have been given a place in the ground of their own. Each of the grounds has in addition to the teacher a returned soldier as caretaker and promise to be of great assistance to the teachers.

She reports the following attendance yesterday:

Centennial	250
Alexandra	305
Aberdeen	309
Allison	259
King George	400
Carlton	300

Those in charge of the various playgrounds are:

Carlton—Mrs. Julia Currie, Miss Jean MacDonald.

Aberdeen—Miss Kathryn Gallivan, Miss Eva Lettney.

Allison—Miss Emma Hoffer, Miss Emma Higgins.

Alexandra—Miss Kathleen Lundy, Miss Beatrice Fleet.

Centennial—Miss E. Tremblay, Miss Doris Woodman.

King George—Miss Helen MacDonald, Miss Olive Harding.

ANDOVER

Andover, July 1.—Mr. and Mrs. David Watson have been visiting relatives in Fredericton.

Mr. and Mrs. Pringle arrived home on Tuesday from their wedding trip. In the evening they were serenaded by an old-fashioned quartet. On behalf of several of the pals of Mr. Kelly, Mr. Guy Porter in a neat speech, presented Mr. and Mrs. Kelly with a cut glass water set and silver tray. After a bounteous treat the serenaders dispersed.

Mrs. E. H. Dunn and daughter, Margaret, have arrived from Boston to spend the summer with relatives.

Messrs. George Davis and George Edwards motored to Woodstock on Wednesday to attend an O. R. T. meeting.

The Messrs. Grace and Clarence McPhail, Carrie Armstrong and Sylvia Cronin and Messrs. Wilfred McPhail, Charles and Barney Armstrong and C. McKellar have returned from a jolly camping trip on the Tobique. The party were accompanied by Mr. and Mrs. George McLaughlin.

Mrs. Ernest Masters and children, Norrie and Darrell, who have resided with Mr. and Mrs. Gillett since the outbreak of the war, left on Friday to

HENRY WOODHOUSE FORECASTS HUGE AERIAL PROJECTS WHICH, HE SAYS, WILL STARTLE WORLD

Aeronautic Authority Says Summer Will Produce Announcements of Employment of Aircraft Certain to Astonish Every One—Outlines Benefits from Aloof Flight.

Atlantic City, N. J., July 2.—The following outstanding features of the transatlantic flight made by Captain Alcock and Lieutenant Brown are indicated by Mr. Henry Woodhouse, aeronautic expert and vice president of Atlantic City in connection with the Aerial League of America, who is the aeronautic activities at the Atlantic City air port:

First—The world will soon find by the benefits to be derived from the development of aeronautics a compensation for the extensive outlay of money and efforts made during the war in the development of better and larger and safer aircraft.

Second—there are huge plans to be announced for the employment of aircraft for transportation and other utilitarian purposes, which are expected to go into effect this summer, and the performances which will result will truly astonish the world. Most of these plans have been under consideration, some in the United States, others in England, France and Italy, and aim to establish aerial lines throughout the world and the successful flight of Captain Alcock and Lieutenant Brown will hasten their realization.

Third—Captain Alcock, Lieutenant Brown and the gallant crews of the NCO's have opened the transatlantic airways, doing in fifteen hours more than the world's engineers did in years in opening a way from the Atlantic to the Pacific by opening the isthmus or by the building of the world's greatest canals, tunnels or bridges.

Speed Made Flight's Success.

Fourth—One of the main factors which made for the success of this flight and which makes this flight conclusive evidence that aerial transportation is possible between the two continents, commercially as well as essentially, is the fact that, owing to the great speed of the aeroplane, the flight was completed within the time representing the limit of human endurance. In subsequent flights pilots can probably cut down the time required to fly over the same route to twelve hours, thereby making it possible to use aircraft of the single crew class for trans-Atlantic air lines.

As general practice, it is possible to accept the possibility of having air lines in operation with a crew of only two men, who will take turns in operating the aircraft. This is hardly possible.

Join Mr. Masters in Toronto. They will be much missed.

Miss Violet Gillett left on Friday for Charlottetown, where for several weeks she will visit her sister, Mrs. Ivan Rivers.

Mr. Randolph Jamer went to Grandville, Que., last Tuesday to resume his duties in the Bank of Montreal.

The public school closing was held in the Spectator on Thursday evening and the programme was much enjoyed by the large audience and reflected great credit on the teachers. Misses McCaughy, Rankine and Grant. A fine programme was given. The graduates were Misses Muriel Baird, Gweneth Darch, Vera Henderson, Muriel MacGee, George Bush, Thelma Scott, Mona Scott and Elvina Tapley. The Baxter Memorial Medal was won by Gilbert Turner.

Mrs. Thomas Bedell and family, who have spent the past eight months with her parents, Mr. and Mrs. James Tibbits, left on Saturday for their home in St. John.

Miss Bernice McNaughton left on Friday for her home in Moncton, after a successful term as principal of the Grammar School.

Miss Grace Porter entertained a few friends on Friday evening for Misses Rankine and Grant, who have gone to their respective homes in Chamcook and Southampton.

Mr. and Mrs. Wesley Kitchen of Southampton, Sask., who have been visiting Mr. and Mrs. Stephen Waite, have gone to Centerville to visit relatives.

Mrs. S. P. Waite was in Centerville during the week visiting Mrs. Edward West.

Mr. John Anderson of the Barony,

able if the flight lasts over sixteen hours, when it is necessary to have double crews.

Fifth—The accomplishment of Captain Alcock and Lieutenant Brown brings forth once more the claims of the school of pilots and aircraft capable of making the flight in one single flight, with a crew of only two or three men. Practically all of the British entries for the trans-Atlantic flight belong to this school, which is supported by such prominent aeronautic engineers and airplane makers as Handley-Page, Sopwith and Martinsyde. Another school, which has not yet had a chance to show the advantages of its contention is the class represented by the famous Italian engineer and manufacturer, Caproni, who proposes non-stop trans-Atlantic flights with airplanes having double crews, who will take turns in piloting the machines. These two schools are in every way as strong in their claims of superiority of method as the school represented in America by Lieutenant Commander Read, Commander Towers and others, who claim that crossing by air is the most direct and the most economical of all methods of transportation. A series of flights over advantage.

Adopted Most Feasible Idea.

It is well to state that the pilots who have piloted and are piloting machines in these first trans-Atlantic flights may be, in each case, in favor of some other project, but adopted the project which was offered to them and made the flight in the kind of aircraft which they could obtain.

Sixth—The flight of Captain Alcock and Lieutenant Brown and the flight of Lieutenant Commander Read and his gallant crew have opened the way for flight direct from the United States to Europe, but to make these flights without stopping it will be necessary to have airplanes at least twice as large as the largest airplane at present under construction.

Seventh—Ireland is destined to deport, where trans-Atlantic aircraft develop one of the world's greatest air will lead to relief before continuing their journey to their terminus.

Eighth—Too much cannot be said of the marvelous reliability of the motors used in this flight, which, combined with the skill and daring of the pilots, made the reliable instruments for navigation, opened an entirely new epoch in aeronautics and permit planning the use of airplanes for transportation over long distances, where the tremendous speed of airplanes can solve difficult problems of transportation.

York County, in the guest of his sister, Mrs. Harry Tibbits.

Mrs. Lee White, Centerville, is visiting her brother, Mr. George Davis, for a few days.

Miss Margaret MacKenzie, St. Stephen, has arrived to spend several weeks with her grandparents, Sheriff and Mrs. Tibbits.

Mr. George Davis, Mrs. Lee White and Misses Ada Beveridge and Pearl Waite enjoyed a trip to Grand Falls and Salmon River during the week.

Rev. James Ross, St. John, spent part of the week at Mr. Harry Tibbits.

Mr. and Mrs. Harry Tibbits, Miss Emma Miller and Miss Gertrude Tibbits, motored to Nictau on Monday, where they were guests of Mrs. William Miller.

Mr. William Matheson, Edmundston, spent the week-end here.

DEER VISITED

INDIAN TOWN

A young deer which paid a visit to Indian town yesterday afternoon caused some excitement for the boys who tried to catch it but failed. It was caught while swimming in the Indian town harbor by a couple of men in a motorboat who brought it ashore. They were ordered by the police to let the animal have its liberty and it then ran up Bridge street to the public wharf, followed by a lot of boys and men. After standing a moment or two on the wharf it took a plunge, swam across the river and landed at Milford where it made its way overland, supposedly to its home in the woods.

Briton To Marry Miss Olive Paget

Daughter of Peer, Grand-daughter of Late William C. Whitney and Captain the Hon. Charles Winn Engaged.

New York, July 2.—News reached New York from London yesterday that Lord Queensborough has announced the engagement of his older daughter, Miss Olive Cecilia Paget, to Captain, the Hon. Charles Winn of the Tenth Hussars, British Army. The marriage will take place soon. Lord Queensborough, who was raised to the peerage two years ago is better known to residents of New York as Mr. Almeric Hugh Paget. His wife, who died in November, 1905, was Miss Pauline Whitney, daughter of the late Mr. and Mrs. William C. Whitney. The daughters of Lord Queensborough, the Misses Olive and Dorothy Wyndham Paget, are therefore, nieces of Mrs. Willard D. Straight and Messrs. Payne Whitney and Payne Whitney.

Through her father they are granddaughters of General Lord Sefton Paget and descendants of the first Marquess of Anglesey. They also are nieces of the Right Hon. Sir Arthur Henry Fitzroy Paget, whose wife, Lady Paget, daughter of the late Mrs. Para Stevens, of New York, died recently. Captain the Hon. Charles Winn is a son of the second Marston St. Oswald and brother of the present peer. His family has lived in Yorkshire for two hundred and fifty years. He is twenty-three years old and four years the senior of the future bride. Upon the death of their mother the Misses Olive and Dorothy Paget inherited several millions of dollars each.

REXTON

Rexton, June 28.—The body of Andrew Murphy has been recovered at Kouchibouguet and was interred in the Catholic Cemetery at that place yesterday morning. Mr. Murphy was drowned two weeks ago, while fishing salmon.

Unusually large catches of mackerel have been taken by the fishermen lately.

Crops throughout the country are looking well.

The bridge across the river is being replaced which adds to its appearance and safety.

Mr. and Mrs. Keady Lanigan left yesterday for Bridgewater, N. S., to visit their son, Louis and family.

Miss Eliza Forster died here Thursday evening at the home of her sister, Mrs. Robert McCallum, after a long illness. Miss Forster was a daughter of the late Graham Forster and was born here 65 years ago. She is survived by one sister, Mrs. McCallum, and a brother, Thomas, in the West. The funeral was held Saturday afternoon and was largely attended.

Interment was made in the C. of E. Cemetery at Richibucto. Rev. M. Cartledge officiated.

APOHAQUI

Apohequi, June 30.—Very general regret is expressed over the sudden death of John Burgess, which occurred at his home here, on Sunday evening, June 30th.

The late Mr. Burgess was the eldest and last surviving member of the family of the late George and Margaret Burgess and belonged to one of the first families of Kings County of which only the younger generation survive, all of the original family having passed away.

Deceased was in his 66th year and had retired several years ago, owing to failing health. The immediate cause of death was due to disease of the heart and chronic asthma.

As an ambitious and competent business man, he had been particularly successful in his extensive farming pursuits and had added much property to the inheritance left from his father, the only heirs to which are two daughters, Mrs. Mary Arrowood of St. John; and Mrs. John Armstrong of Apohequi and a nephew, Mr. Lee Breyer of St. John.

The late Mr. Burgess was a highly respected and prominent citizen, and his death will be a keen loss to the community.

Funeral will take place from his late residence, on Tuesday afternoon at 2 o'clock, daylight time. Service will be held at the home and interment will be at Riverbank Cemetery in the family lot.



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on Friday evenings—Close Sat-
day at 11 June, July and August

THE WEATHER

ronto, July 2.—The weather has fine and very warm today in On-
and Western Quebec and quite
erate farther east. Heavy show-
have been general in Manitoba,
in Saskatchewan and Alberta. It
been fair and comparatively cool.

	Min.	Max.
Montreal	50	85
Quebec	42	72
Halifax	48	72
St. John	52	76
St. John's	56	80
St. John's	58	82
St. John's	60	84
St. John's	62	86
St. John's	64	88
St. John's	66	90
St. John's	68	92
St. John's	70	94
St. John's	72	96
St. John's	74	98
St. John's	76	100

ritime—Moderate winds, fair, not
changeable.

nday and Friday, rising tem-
peratures.

Gentle variable winds.

gether Faced

J-Boat and Shell;

Now Are Married

York, June 30.—Having become
dated on board the Rochambour,
bruary, 1918, on a voyage in
the steamship had an encounter
submarine. Miss Mary E. Ma-
cintosh, N. J., and Mr. Henry
McPherson of Chattanooga, Tenn.,
married Saturday in the home of
the bride and groom. The bride
and groom, Mr. and Mrs. Thomas
Macintosh, of No. 446 Park avenue, Pa-
iside.

The bride as a Red Cross nurse
in the French war cross, and both
are graduates of the University of
Toronto. They were showered
with gifts when a shell from the
long range gun fell in Paris
experimented two air raids in that
city.

bride, a graduate of the Pater-
hospital Training School for
nurses, was connected with the public
system in New York. She was
of health of seven thousand children
she enlisted in the Red Cross.
day to Paris she met Mr. Cooch-
who had been connected with the
mail service and was on his
Paris on a mission for the Un-
ited States government. When they
of Paris they announced their
engagement.

ferred to Dipon, Miss Mother's
often sent her to the camp of the
in the Engineers of United States cam-
pains, most of whom were artists
sons of wealthy Americans. Dur-
ing influenza epidemic her un-
familiar with her the Cross no lack of
engineers made for her a hard
embellish on the white back-
ground of which each of them wrote
a photograph. Another gift for her
for they knew of her engagement
was a necklace, a French royal
ring to be 168 years old and
valued rose diamonds and other
precious stones.

VARIETY OF MONEY

the collection at the Philadel-
phia Mint (one of the finest in exist-
ence) are fairly complete series
of all the coins ever issued in
America. Another money was in de-
mand in Asia and Europe as early
as B. C. But the ancients did not
dates on their coins, and so we
always easy to fix the exact
of their issue. They were
cast in molds, so that they
the smooth symmetry of mod-
ern coins. Nevertheless, some of them
and a very high artistic merit.
It is hardly an ancient coin-
specimen are at least 2500
Many of them have been de-
scribed in the hidden hoards of ac-
countants.

earliest known bronze coins
Romans dated back to 330 B.
they issued silver coins less
very later. But the gold
money of other countries
er money used by the ancients
introduced among them through
passive commerce of Greek and
states. There was no lack of
ous metals in those days. Dr.
impariet, numismatist of the
phia Mint (from whom the
statements are quoted), says
ancient times the supply of
silver was as great in pro-
to the population using money
of those metals as it is today.