CHIEF NEWTON RECEIVES FINE TRIBUTE FROM BROTHER MASONS

Presented With an Illuminated Address, Gold Watch and Chain and Gold Headed Cain by His Brethren of Moira Lodge at Largely Attended Meeting Last Night.

Jonh Newton, chief of police of the city of Belleville, past district deputy grand master of the A.F. & A.M. and for twenty years secretary of Moira Lodge No. 11 of the same order, was last night made the recipient of a remarkable tribute from his brethren of Moira Lodge.

After twenty years faithful discharge of the exacting duties of the secretaryship, Bro. Newton has resigned and the occasion was made the excuse for one of the finest testimonials ever given in Belleville to any citizen.

Notwithstanding the rain, which fell heavily during the evening about one hundred of the members of Moira and the sister lodges assembled at the Masonic temple last night to attend a regular meeting of the lodge, but more particularly to be present at a function in which all took a deep and personal interest. The most prominent masons in the city and district were present, among them were Rt. Wor. Bro. Rev. E. M. Pickford of Brighton, the present district deputy. The following former district deputies were also present, Rt. Wor. Bros. Lt. Col. W. N. Ponton, F. E. O'Flynn, H. F. Ketcheson, Lt. Col. S. S. Lazier, F. Davey Diamond and A. W. Macleod.

The presentation took place during the "Fourth" degree. After light refreshments had been served Wor. Bro. Jesse Barlow, master of Moira lodge, took charge of the program and caused everything to move forward with the utmost tact and grace. After the toast to "The King" had been honored with loyal enthusiasm that of "The Grand Lodge" was drunk and followed by the hearty singing of "For They are Jolly Good Fellows." Then the toastmaster introduced Rt. Wor. Bro. H. F. Ketcheson, who proposed the health of "Rt. Wor. Bro. John Newton, secretary of Moira Lodge."

Bro. Ketcheson referred in terms of eloquent commendation to Bro. Newton's career in Belleville not only as a mason, but as a man, as a citizen and a conscientious and valued public official. He and Bro. Newton had been initiated into the mysteries of masonry at Moira lodge on the same night over thirty years before. Since that time he had lived on terms of the most intimate friendship with Chief Newton and he had always found time to be a true friend and a true man. His outstanding characteristics were integrity, honesty, fearlessness in the discharge of duty, punctuality and efficiency. His word was his bond. His faithfulness in any work undertaken was unquestionable. Once his promise was given there was no turning back. Before reading the formal address he wished to pay this personal tribute. The address which was handsomely engrossed and illuminated by Rt. Wor. Bro. Pickford was then read,—

Belleville, September 18, 1918.

To R. W. Bro. John Newton,
Past D.D.G.M.,
Prince Edward Dist. No. 13
G.R.C.

R. W. Sir & Bro.,—

The members of Moira Lodge No. 11, A.F. & A.M., desire to express their appreciation of your many years of service to the Lodge as W.M. and sec'y, your uniform courtesy and brotherly affection extended to all its members, and the craft in general and the request that you will accept from them this gold watch, chain and walking stick as a visible token of their love and esteem. Our prayer is that the Most-High may spare you for many years as an example and teacher to our younger brothren.

J. W. Barlow, W. M.
Wm. Cook, S. W.
Dr. J. W. Kinnear, J. W.
H. F. Ketcheson
H. A. Morgan
Chas. F. Cochrane
A. F. Boyes,
—Committee

Bro. Newton labored under deep emotion as he rose to reply amidst the ovation accorded to him by his enthusiastic and admiring brethren. He was completely taken by surprise, but managed to express his deep sense of grateful appreciation, brokenly but sincerely. He had his faults, many of them, and often said in haste the things that he regretted later, but he had tried to do his best both for his mother lodge and for the city. Bro. Newton then made several personal references to the brethren with whom he had associated so long and pleasantly in the work of Masonry. The applause was long continued when the chief resumed his seat.

JOHN NEWTON
Chief of Police, Belleville.
Signally honored last night by his Brthren of Moira Lodge, A.F. & A.M. on occasion of completing twenty years as secretary of the Lodge.

Then followed a series of brief addresses by the prominent Masons present—addresses that for good taste, sustained eloquence and fine intellectual tone would be difficult to surpass in any gathering or in any community. Among those voicing their high regard and esteem for the honored brother were Rt. Wor. Bros. Pickford, Lazier, O'Flynn, Ponton, MacLeod and Diamond, Very Wor. Bro. A. R. Walker, Wor. Bros. W. W. Anderson, H. W. Ackerman and W. Holmes and Bros. Rev. Dr. E. N. Baker, Rev. Dr. C T. Scott, Rev. W. G. Swayne, Rev. A. S. Kerr, W H Nugent (Madoc lodge) and others. The tributes were all couched in terms of the warmest personal appreciation and each speaker served to bring out a new phase.

A fine musical program was provided in addition. Prof. Wheatley presided at the piano and he was assisted by a capable orchestra. A male quartet consisting of Bros. Sanford Burrows, Austin, Moorman and Monck sang several selections to the great delight of their audience. Bro. Harry Mackay rendered the vocal solo, "Mary" with fine expression and was insistently incored.

The evening was brought to a close by the singing of "Auld Lang Syne" and the national anthem.

The toastmaster stated that the contributions to procure the gifts for Bro. Newton were provided entirely by the brethren of Moira lodge They had been offered numerous subscriptions by the members of the sister lodges who wished to express their good will but they had decided to confine the work to their own membership.

The presents were exceedingly fine. The watch and chain were of solid gold and there was a beautiful gold headed cane, suitably engraved in addition, besides the illuminated address which had been engrossed through the kindly offices of Bro. Pickford.

Chief Newton came to Belleville when a young man of 19 years from his native town of Devon, Eng. He entered the police service at Belleville in the year 1878 when the town became a city. For nine years he served as a constable with the late Hugh MacKinnon as chief. When Chief MacKinnon went to Hamilton in 1887 John Newton was chosen chief of police in his stead. For more than 31 years he has given to this city a faithful and devoted service, rarely equalled in any public official.

How Engineer Met His Death

Story Told By Captain of the Tug S. O. Dixon.

Captain William Ziem, of Detroit, who is the captain on the tug S. O. Dixon, which lost its engineer, William Watts, on Lake Ontario, five miles from the Ducks at Kingston, and who is in the city, tells the following story of the tragedy which the tug experienced:—

"When I heard Williams, the fireman yelling I dashed to the engine-room and shut off the power. I dared not reverse the boat, as I was afraid that Watts might be caught under the wheel at the stern. I had life belts thrown out and also a couple of outer doors that were lying on the decks in the hope that Watts would manage to take hold of them. I blew the distress signals to the barges behind and then yelled to them that there was a man overboard I ordere life boats to be released and when they were lowered we searched until long after daylight for a trace of him. Meanwhile the tows had got swept around in the wind as the tug had no power on and the lines were very confused. We tried to fix things up but were unsuccessful. We had no regular engineer on board and I had to do the best I could with the power.

The tug, after leaving Oswego, ran into a storm at three o'clock on Sunday morning. Some difficulty was experienced and engineer Watts went to see what was wrong in the firehold with the water injector.

It was while he was making the return from the firehold to the engine-room that he was washed overboard. The fireman, Joseph Williams, who had shipped at Oswego, saw him toppling over when the tug lurched to one side. He endeavored to save him and managed to secure a hold on one of his legs. He called for help, but before it could reach him he had been forced to loose his hold and the engineer was carried off in the fury of the storm.

Scores Lack of Gratitude Shown Returned Men

DEAN STARR SAYS IT REFLECTS ON CHURCH AND GOVERNMENT

Toronto, Sept. 20.—The general synod of the Church of England in Canada has appointed a committee consisting of Dean Starr, Mr. Justice Hodgins, R. W. Allen and Capt. Rev. Cooring, to bring in recommendations as to the church's best policy towards returned soldiers.

Dean Starr, in discussing a motion for the appointment of the committee, said that in his opinion the lack of expressed appreciation of the sacrifices made reflected very badly on church and government. "We are all outspoken in urging them to take up this admirable duty but we have not even a God-speed for them when they relinquish their post in the army. The men are very bitter about it," he said.

The synod appointed Chancellor Davidson to replace J. G. Brock on the executive council representing Montreal.

A resolution to the effect that a resolution be drawn to convey greeting to the new labor congress proved contentious. Chancellor Davidson was not certain regarding the constitution of the labor congress, but pointed out that the church was at all times willing to assist organized labor in every way.

Principal Vance, Vancouver, declared that the congress was the labor congress of Canada, the legislative body of the various unions in the Dominion.

The motion was carried.

The synod in joint session was addressed by Rev. Dr. Shearer, secretary of the Social Service Council of Canada.

After expressing his appreciation of the work of the Church of England in regard to social service, Dr. Shearer declared that the ideal of the Social Service Council of Canada in the matter of organization was the union of all social forces in Canada for the solving of all social problems confronting the Dominion.

"During the year 1918, it has been decided to concentrate attention on three great reforms," he said. "The abolition of the party patronage system in politics, child welfare work, for which a great educational campaign must be carried out, and public health with particular reference to the suppression of venereal diseases."

Dropped Dead While at Work

Smith's Falls, Sept. 19.—Death came with startling suddenness Monday afternoon to Thomas Hart, a carpenter, working at Hutton's lock. Along with other men who are in the employ of the government making repairs to the Rideau Canal system, he went to Hutton's lock on Saturday to begin the work of making new gates for the lock. They got started Monday and Mr. Hart was engaged in planing a piece of timber when he suddenly collapsed and fell to the ground dead. The body was carried into the storehouse and a physician summoned but nothing could be done for him. He was a man about 60 years old, whose home is in Belleville His wife is dead, but he has two daughters and a son.

U. S. No Place for Socialists

Fate of Debs Should Be Warning to His Followers.

Washington, Sept. 19.—The conviction of Eugene V. Debs, many times candidate for the presidency, ought to serve notice on the remaining small group of malcontents in this country that until the war is won there will be no paltering with sedition. Debs was a good deal of a demigod to a certain section of the socialist party, and was the recognized leader of those who refused to abandon the so-called S. Louis anti-war platform of the party after the United States actually got into the struggle. To tolerate Debs and his friends was to admit that we could have a state within a state, brought forward about free speech, free press and all the rest, the fact remains that there is no place in the United States at present for such men as Debs and such ideas as those enunciated by him in his talk to the jury which tried him. We may not be able to question his sincerity in standing by his war views, but we may be sure that such views are wholly and unquestionably in conflict with the fight for world freedom in which we are now engaged.

Introduce Spanish at Once

SIR WILLIAM HEARST DECIDES

Principals of Secondary Schools Made Successful Request to Acting Minister of Education.

Sir Willian Hearst, acting Minister of Education has decided to comply with the request of a number of secondary schools in the province for permission to introduce Spanish in the ourses at once. It was first intended to authorize the introduction of Spanish into the commercial courses next year but so many requests were made to the Department of Education for immediate introduction that the Premier and acting Minister of Education took the matter under his consideration.

It is expected that the regulations for these courses will be prepared for distribution early in October and until then the principals who are concerned should make the necessary interim organizations of their schools.

The issue of the circular regarding the summer course in Spanish in 1919 will also be deffered until the beginning of October.

Soldiers' Wives Elope

Returned Men Go Away With Comrades' Wives, Says Report.

London, Ont., Sept. 19.—Military authorities here were omcially notified of two cases in which returned soldiers eloped with the wives of men who are their comrades. Pte. E. Joseph, of London, claims that his wife left on Friday, September 13, with Pte. H. R. Johnson. He alleges that the elopers took his child, furniture and food, and that as a result, he is left homeless. He claims that he traced them to Toronto, and the police of that city have been asked for assistance.

Pte. W. Q. Bain, a returned man, employed as a theatre manager at Kitchener, has filed an allegation that his wife eloped with Pte. Sydney South, a Dominion policeman, who was stationed for a time at Kitchener and who was later transferred to Chatham. Mrs. Blain left three small children, her husband reports, and proceeded with South to Windsor. Captain Asa Minard, inspector of Dominion Police, claims that South is no longer in the service, and that he was dismissed for incompetency.

Too Many Yet

Doctors Still Prescribing Whiskey Freely.

Toronto, Sept. 19.—Reports from liquor vendors in different parts of the Province indicate that the medical profession, generally has not taken to heart the recent heavy penalties imposed by the courts on doctors for a too free interpretation of the Ontario Temperance Act, permitting them to issue certificates to people so as to secure intoxicants for medical purposes.

Within the last three or four months several $200 and $300 fines have been imposed on doctors for issuing certificates to people after it had been shown that the liquor was not required for medical purposes. Notwithstanding this, it is said on excellent authority, that the business of the vendors is growing rapidly, as a result of the ever-increasing numbers of certificates being issued.

New Aerial Monsters

AIRSHIPS BEING MADE TO FIGHT THE HUN

"Winged Tanks" of Mysterious Design are said to be Among the Wonders that May be Seen in One of the Great Aeroplane Factories of the Dominion—Allies Should Hold Their Supremacy of the Air.

If the man on the street were asked how man aeroplanes had been built in Canada since the spring of 1917, when aeroplane building began in this country, he might guess as high as 300, says a writer in the Vancouver Sun. Half a dozen or a dozen machines sailing in the air above a training camp looks like quite a flock to the everyday citizen on the ground. But to mention a flotilla of a hundred or five hundred taxes his credulity to believe there are that many machines in Canada.

Yet it is a fact that since the latter part of 1917 nearly three thousand aeroplanes have been built in Canada and all of these are in use in Canadian training, except a few which were sent to the winter training camp at Fort Worth, Texas, and left there.

Last year the Imperial Government asked the Munitions Board of Canada to establish a plant for building aeroplanes. The Board with characteristic thoroughness went at the job and before long a good many million dollars, directed by the best organizing ability available, were put to work.

The magic of money and combined resulted in the establishment of a great plant that covers acres of ground and the floor space of which would make a good sized farm. In forty-five days after the first sod was turned the wheels were moving and many hundreds of men were working on the first batch of aeroplanes. Since that time machines have been coming out in a steady stream at the rate of 300 a month.

In British Columbia over sixty logging camps and many sawmills are cutting aeroplane timber and lumber.

The writer enjoyed a personally conducted tour of the aeroplane factory recently and was shown many wonderful things, many being a story which one's fingers fairly tingle to put on paper, but which cannot be made public yet.

Any sort of well organized industrial plant is interesting but a factory where aeroplanes are made is invested with a romance which attaches to the most romantic engine of war which has been developed in the present struggle.

Starting with the wood workers, the writer was shown the lumber as it comes from the mills of the far-away British Columbia coast. This lumber looks like white pine, but it has the resiliency of elm, the toughness of hickory, and lightness and color of pine.

The giant trees, known as Silver or Sitka spruce, from which it is cut, are from 6 to 12 feet in diameter, and they raise their plumed heads 300 feet into the soft Pacific airs, straight as an arrow. A tree eight feet in diameter was a seedling when Columbus discovered America. A 12-foot veteran was several hundred years old before Capt Vancouver sailed up the Gulf of Georgia, and discovered its habitat. And today they are yielding up their great trunks that freedom may be preserved on the earth and that the Hun shall not dominate and desecrate the beautiful land from whence they have sprung.

In the aeroplane factory are piles of lumber in sheds and kilns and in freight cars on sidings carefully selected from the great trunks of those trees. At the mills where the logs are rough-sawed, about 3 per cent. of the log is selected for re-selection. Every plank is rigidly inspected. A knot as big as a needle where some ancient twig became submerged in the trunk's growth will condemn a plank for aeroplane construction. Every board must be absolutely clear of checks or knots.

If the end of the plank shows less than five annual rings it indicates that during a period of its life the tree grew rapidly and consequently the grain will be coarse and unreliable, and the plank will go into the discard. The slower the growth the finer and more dense will be the grain.

Then, none of the outside or sapwood of the log is suitable for this purpose, neither may the heart of the log be used. So that when the sawyer has taken what he needs, according to his rule, two-thirds of the log will find its way to storage piles, some to go as lumber for ordinary uses, some to be ground into pulp at the paper mills on the Pacific coast.

At the factory the lumber comes under a still more rigid inspection and selection. It comes in pieces from two to four inches thick, and from four to eight inches wide, and up to sixteen feet in length. Of course, planks are cut at the coast mills up to forty and fifty feet long, but all of the long stuff is shipped to England for the wing beams of battle and scout planes.

From the lumber at the factory only perfect pieces are selected for the wing beams. A piece not suitable for wing beams may contain shorter pieces for braces and the cross beams and standards. There is, therefore, very little waste at the factory.

As yet only instructional machines are built in Canada, but after the war it is very probable that commercial machines will be turned out, for there is little doubt that the aeroplane will become almost as common as the motor car for many purposes.

"Will it be possible after the war for a man to operate a machine with say the average mechanical knowledge required to drive a motor car?" the writer asked the manager.

"There is no reason why such a machine cannot be built and it is quite safe to say that such machines will be on the market. Machines for commercial use will be much simpler and less expensive than war planes," he continued, "because they will not be subject to the tremendous strains put on war planes in the manoeuvring of fighting. The control of a machine is very simple," he added.

"Are the engines self starters?" he was asked.

"No," he said, "if the engine stops in midair there is only one thing to do, and that is to volplane to a landing. Usually the engine is shut off before landing anyway. But the stoppage of the engine in midair involves no great risk if the driver knows how to control his machine," the manager concluded.

One interesting plase of aeroplane building is the inspection, which every machine and every part must undergo by inspectors of the Imperial Government. Every brass screw, every bolt is counted and checked. Every little detail of construction is noted and passed upon. Even a slight roughness in the finish must be rectified.

The writer saw a very wonderful thing in the aeroplane factory, but the censor would probably delete any detailed reference to it. Nothing like it today is on earth, nor in the waters, nor in the air. There are seven tons of retribution to the Hun in its composition, and when it takes the air it will be as though an ocean liner had suddenly left its own element and, on the wings of the morning, had descended upon the enemy. Those who first gaze upon this monster may readily imagine that a city block has taken to the air. But all this chronicler can further say about it is, "Wait and see." It is being built for one of the Allies, and many more such machines are under construction in various parts of the continent and for aught the writer knows, in Europe as well. One thing the building of that war engine in a Canadian factory proves and that is that anything which can be built in any aeroplane factory in the world can be built in Canada.

The Kaiser As I Knew Him For Fourteen Years

By DR. ARTHUR N. DAVIS
Dentist to the German Ruler From 1904 to 1918

DR. DAVIS, a young American, born at Piqua, O., and graduate of a Chicago dental college, went to Berlin in 1904 to work with a famous dental surgeon who for years had been practitioner to the kaiser and other members of the German court. Within a short time Dr. Davis' associate committed suicide and the young American was established as the court dentist. In that capacity he became intimately acquainted with the kaiser, and the latter, in the course of dozens of friendly talks, revealed himself and his ambitions as he probably did to no other person outside his immediate circle.

Dr. Davis has written the story of his relations and interviews with the kaiser and we have arranged to print his remarkable narrative in serial form. The first installment will appear in an early issue.

This true narrative lays bare the mind of the despot who has deluged the world with blood. It shows by the emperor's own words how he has approved every act of cruelty and barbarity that the German armies have perpetrated during the war. It shows how the kaiser grew to hate and despise Americans and how he gave warning that the United States should be punished.

You Cannot Afford to Miss One Word of These Amazing Disclosures

Watch for the Opening Installment

To Dissolve Chevrolet?

Special Shareholders' Meeting Called to Discuss the Situation

New York, Sept. 19.—Stockholders of the Chevrolet Motor Company will meet in special session October 11, for discussion of and action on a plan looking to the dissolution of the Delaware Corporation and the distribution of its assets. Announcement to this effect was made when it became known that the directors had decided to call the meeting. The assets of the company are 732,684 shares of the common stock of the General Motors Corporation, and this will be distributed among the Chevrolet shareholders, if the dissolution plan is favored. According to the tentative arrangements for the dissolution, the 732,684 shares of General Motors common will be distributed to owners of Chevrolet stock at a rate of 1 1-7 shares of "G.M.C." for each share of Chevrolet held.