

### Canadian National Express Company

It is expected that when the Government takes over the Grand Trunk Railway it will also take over the Canadian Express, and there is considerable speculation as to what the effect will be upon the situation of the express companies operating in the Maritime Provinces. When the Government took over the Canadian Northern it also took over the Grand Trunk and the Dominion Express, calling it the Canadian National Express.

At present the Canadian Express, which is owned by the Grand Trunk and the Dominion Express, owned by the C. P. R. have operating rights on the Government roads in the Maritime Provinces, but these may be abrogated at a month's notice when the Government takes over the Grand Trunk. It is expected it will incorporate the Canadian Express into the Canadian National Express, and practically establish a monopoly of the express business on its lines. If this action is taken it will probably cut the Dominion Express out of a considerable business it does over the old I. C. R. but the Dominion Express will still be able to do business with Halifax and western Nova Scotia by way of the St. John and Digby service and the old D. A. Railway. This may mean an increase of its business through St. John.

If the Canadian Express is swallowed up by the Canadian National, it is possible there may be some changes, but it is not likely that the operating staffs will be affected to any extent. The Express Companies are doing a bigger business in the Maritime Provinces today than ever before, and a government express system would probably have need of all the men now employed.

### WITNESSES FAILED TO ANSWER COURT

New York, May 7. — Witnesses scheduled to testify before Federal Commissioner Gilchrist, in bankruptcy proceedings brought by strategy companies against Jules W. ("Wicky") Aronson and David W. Sullivan, former head of the brokerage firm of Sullivan & Company, in connection with New York's \$5,000,000 bond pool, failed to appear.

Commissioner Gilchrist waited for Ray Cohen, sister of "Wicky" Cohen, associate of Aronson, to appear and give further testimony, and in anticipation of clashes between witnesses, arrangements had been made in station extra guards in the commissioner's room.

### FRASERS SECURE DOM. PULP MILL

Special to The Standard. Fredericton, N. B., May 7. — The Fraser Companies, Ltd., today exercised an option they have recently held on the Dominion Pulp Company's mill near Chatham, on the Miramichi, and holdings of 238 square miles of Crown Timber Limits. Somewhat more than \$1,000,000 is involved in the transaction. The mills have a present capacity of fifty odd tons of pulp daily.

The Fraser Company now own and operate seven lumber mills and have two more in course of construction. They have a pulp mill at Edmundston, and the Dominion plant will make their second, while they are to have a big pulp and paper plant on the Tobique, authority for which was given by the Legislature this year.

### UNITED VETERANS PROTEST STATEMENT

**Of Gen. McLean—Dominion Executive Pass Resolutions Urging General's Resignation from Committee.**

Ottawa, Ont., May 7.—The Grand Army of United Veterans, one of the leaders of which is Mr. J. Harry Flynn, has joined with the Great War Veterans' Association in its protest against the statement attributed to Brigadier General McLean, M. P., concerning soldiers' wives.

The following resolution, passed by the Dominion Executive of the G. A. U. V., was voted to Mr. C. Grant MacNeill, Dominion Secretary of the G. A. U. V. A. today:

"The Dominion Executive of the Grand Army of United Veterans strongly condemn the attitude of Brigadier General McLean in reference to his statement that the majority of private soldiers' wives are from the servant class, and demand a retraction of his statement, and be it further:

Resolved, that the resignation of General McLean from the Pension and Re-establishment Commission be requested."

Telegrams from all parts of the Dominion continue to arrive at Dominion Headquarters, G. W. V. A., protesting against General McLean's utterance. The majority of them demand that the Dominion Executive, G. W. V. A., ask the General to resign from the Commission.

A wire from the British Columbia Command, received today, contains a resolution passed by the Provincial Executive there, in which a Royal Commission to deal with pensions and re-establishment is advocated. It is stipulated, moreover, that, in the event of such a Commission, there should be direct representation for the rank and file of returned men.

### OSLER ESTATE

London, May 7.—(Canadian Associated Press).—The estate of Sir William Osler has been probated at £11,650 pounds. The will was made December 1919. It provides for the medical and scientific library to McGill University. The residue goes to his widow and, on her death, his residence is devoted to the St. Charles College, Oxford, as a residence for the regular professor of medicine.

### DIED.

**HUGHES**—At his residence, Sea Cliff Cove, on May 5th, after a short illness from pneumonia, J. Herbert Hughes in his 43rd year, leaving a sorrowing wife, three children, one brother and two sisters to mourn. Funeral on Saturday afternoon from Sumnerville Methodist church. Service at 2 o'clock. Friends invited to attend.

**BAKER**—In Watertown, Mass., on Tuesday, May 4th, of pneumonia, Charles Parker Baker, of Fairville, N. B. Funeral service will begin at two o'clock Sunday afternoon at the late residence, Manawagonish road.

**CROCKETT**—Died in Boston, May 6th, at the 84th year of her age, Mary Crockett, widow of Thomas Crockett, leaving to mourn three sons and four daughters.

**BURNS**—In his home, 122 Rockland Road, on the 6th instant, Edward L. Burns, at the age of seventy-seven years, leaving his wife, three daughters and two sons to mourn. Funeral on Saturday from his late residence to the 7:10 train, interment at Norton.

### IN MEMORIAM.

**REID**—In loving memory of Pte. Ellis Reid, who departed this life on May 24th, 1918. He was a member of the Grand Army of United Veterans. Though we know not where he died for freedom's cause, yet we might live in peace and glory.

**PARENTS, BROTHERS AND SISTERS.**

### OBITUARY.

**Edward L. Burns.** The death occurred in this city on Thursday, May 6th, at his home, 122 Rockland Road, of the late Edward L. Burns, in his seventy-seventh year. Death was not unexpected, as Mr. Burns has been in failing health for some time. Mr. Burns had lived in this city for over twenty years, and was well and favorably known by a large circle of friends. He is survived by his widow, Mrs. Mary Burns; one son, Nelson, of Millford, and three daughters, Mrs. Edith Clong, of Campville, New Brunswick; Mrs. Sarah Turner, of this city, and Miss Charles, at home. The funeral will be held Saturday morning from the home of the deceased to the 7 o'clock train, and interment will be made at Norton.

### Annual Meeting Of The Y. M. C. I.

**Reports Were Received from the General Secretary and Chairmen of Various Committees Last Night — Officers Elected Later.**

Thomas Nagle, president of the Young Men's Catholic Institute presided at the annual meeting of the board of directors which was held last evening. The reports of the general secretary, and the chairmen of the various committees were read, and all reported a most successful year. The directors elected for the coming year were as follows:—Dr. S. H. Clarke, St. Peter's; J. A. Barry, Assumption; J. Harrington, Holy Trinity; H. J. Sheenan and L. J. McDonald, the Cathedral parish.

The treasurer, A. J. Fitzpatrick, reported the financial conditions of the institute to be most satisfactory.

The president in his annual address spoke of finding conditions very encouraging and commiserated the year's committees on their excellent work during the year. He also paid high tribute to the efforts of the secretary, J. H. Colahan.

The chairman of the physical committee, H. J. Sheenan, reported the excellent showing the teams had made in athletics and reviewed the year's results in baseball, basketball, ice sports and bowling. In doing so he complimented very highly Physical Director, Joseph McNamara, through whose work the excellent showing was largely due.

George O'Neil, chairman of the boys' committee, led off the boys work that had been done, and the different competitions which were held. He stated that the past year had been very successful.

R. P. O'Toole, chairman of the educational committee, reported on the work done, the lectures given, and spoke of the debating club.

The membership committee reported matters to be satisfactory although the membership was not as large as the preceding year.

J. Houghton read the religious committee's report.

The address of the incoming directors was delivered by Judge R. J. Ritchie.

The directors whose terms expired last evening included Judge H. O. McInnes, Charles Owens, Alfred Dwyer, J. L. Barry and Dr. L. Fleming.

A meeting will be held in the near future by the directors when the election of officers and the appointing of committees for the ensuing year will take place.

## HOME LIFE - THE BEST

People are realizing that the centre of their lives is home, and they want their homes better. Across the land, in city, town and country, is spreading the "Better Home" movement. Women's clubs are discussing it, magazines are taking it up. People just like you have begun to say more often, "I want to make my home better."

### MARCUS--THE HOME FURNISHER

invites you to buy here in the full confidence that at no other store can you obtain such value for your money in fitting out that "Better Home."

## J. MARCUS, 30-36 Dock St.

### THE LABEL

Establishes the quality of the shirt and its desirability is added to by

## DOUBLE WEAR CUFFS

The Cuff that Doubles the Life of the Shirt.

AT MOST GOOD STORES Ask Your Haberdasher



The Chandler Dispatch and include 4 touring cars and 7 passenger sedans, offices and showrooms in the old Court passenger. Roadsters; 7 passenger The Atlantic Motor Sales Co. have building, Main street, cor. Portland.

## Do You Know the Secret of Essex Leadership?

It is the New Light Type With Big Car Ability. Can Any Light Car Rival Its Speed, Power or Endurance?

Lightness today is an overwhelming advantage in a motor car, provided it means no forfeit of fine performance, endurance or distinctive appearance.

Yet, prior to the Essex, what car combined all these qualities? There were light cars but be sure. But none to meet the requirements of those who exact the highest standards of ability, comfort and good looks.

Had such a type existed, Essex could not have won such swift dominance. It could have set no world's selling record as it did, with a greater total paid for Essex than for any car ever brought out in its first year.

The very suddenness of its success shows how its qualities commended attention. For men are not quick to buy a car that time has not proved.

And the Essex came unknown. Merit was its only advocate for recognition. Its quality was instantly obvious. In looks, in action, its appeal was dynamic. And it drew immediate response from all classes of motor users.

### Almost Doubles Light Car Endurance

They found ability, speed and power before believed impossible in a light car.

Now see how Essex has justified all the fine things that have been said in its praise. An Essex stock chassis set the official world's 50-hour endurance record of 3,037 miles. In three tests it travelled 5,870 miles averaging about a mile a minute. An Essex stock touring car also holds the world's 24-hour road record of 1,061 miles.

To those who had owned light cars, the Essex was a revelation. It gave them a new sensation of stability and power. They found charm of appearance, riding ease, and pride of ownership that comes from possession of a car they know none can surpass in performance.

### The Dominant Light Car By Official Proof

People accustomed to fine car qualities recognize in the light Essex, all the performance, comfort and good looks that formerly were regarded exclusive to large, costly cars.

And with it Essex brings every advantage of the light type. These compel consideration. They consist not only of important economies, but of greater handling ease, safety and convenience. Parking for large cars is becoming an increasingly difficult problem. So, too, is their manipulation in heavy traffic. The light car clearly shows its value in greater maneuverability. The common sense facts prove it from every angle, the type for all-round usefulness.

When you know the appeal of the Essex you will scarcely be content to drive another car.

## MOTOR CAR & EQUIPMENT CO., LIMITED

Distributors for New Brunswick  
Showroom: Cor. Charlotte and Duke Streets.  
Service Station: 108-112 Princess Street, St. John, N. B.

## VOCATIONAL SCHOOL STRONGHOLD OF

Mrs. A. Pauline Raymond, Committee, Submitted Lengthy Report at Meeting—Reviews the Past Term and Shows Great Training.

This comprehensive maxim that "The true order of learning should be: first, what is necessary; second, what is useful; and third, what is ornamental" which finds its expression in the constructive work of the Home-making Department, has been our guiding star, toward which we have carried on our work of initiative development.

As a representative of the Vocational Committee in St. John, individually and collectively, its organizing program has indeed presented for the past eight months, many problems for serious consideration, lengthy argument and strong debate. Opposition to any project, immediately arouses public attention, and like traditional snowball, it assumes greater proportions.

To arouse interest and enthusiasm among the phlegmatic, to stir the sluggish inertia of conservatism, requires more than ordinary methods of publicity—but with the earnest sustained effort, in time, comes a veritable upsurge of unrecogized ideas, and re-education along industrial and home-making lines becomes a strong factor when substantial facts are shown. The world never knew its "Doubting Thomas," he is ubiquitous.

This our committee has organized, supervised and substantiated Vocational Home-making, and today we submit for your approval the records of the initial term.

At times, there has arisen the question, as to whether under the Vocational Act, registration for the Home-making classes should be permitted, when it is not the stated purpose of the proposed student to use this training professionally.

Should we close this registration against the prospective home maker, the wife, the real home maker, or yet against the mother whose little family is dependent upon her knowledge of food values and in many cases for the planning of little garments, where economical cutting and careful sewing bring better results and a system of order, health and economy leads to creditable citizenship? We cannot professionalize the home. From its portals issue forth the nation's workers of the nation. "Men are what their mothers make them." Emerson declared and the whole civilized world brings back upon the children its errors and reproaches alike for neglected or protected health and morals of its children. Teach the children the rudiments of home-making, first, method, for "method is the hinge of business, and there is no business without order and punctuality." Give the children reasonable knowledge in vocational training, following the adage that "it is better to know much of a few things than a little of many things," remembering that the Vocational School as well as the public school is the nation's "Our Home-making Committee," of three, consisting of Mrs. Richard O'Brien, Mrs. Alexander Wilson, the writer of this report, and their chairman of Vocational Committee, Dr. Emery, ex-officio—after many sub-committee meetings of arrangements of detail for organization and publicity, opened the Home-making Department on January 13th, closing the last class on April 19th.

Restricted finances compelled us to use the Domestic Science building on Waterloo Street, though we realized its entire inadequacy after six classes a week had been arranged, and no more accommodation was possible.

Under Miss Northrup's supervision, and purchasing of supplies, Mrs. Mitchell, Miss Hart, and Miss Gladys Dowling carried on a splendid system of theory and method.

On the fourth floor of Odd Fellows' Hall, Union Street, the classes in Dressmaking, Millinery and Knitting were carried on by most competent leaders under the direct supervision of Mrs. O'Brien and myself.

Mrs. E. C. Weyman, a graduate of Columbia, who had there followed the course in Vocational training, was most helpful in compiling rules of instruction for the dressmakers and milliners, also rules for the students, and to her unselfish co-operation, time and energy we record a grateful tribute.

The expectation of a Vocational Director for our Department has made us feel that our daily supervision was to be only a temporary measure, but as the weeks went by, without an appointment, we realized our responsibility.

## THE ONE MAN WADE

One man Low cost complicated parts New single where and Saws large The WADE Thousands

When you know the appeal of the Essex you will scarcely be content to drive another car.

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## Gray-Dort Headquarters at Old St. Malachi's Last Word in Auto Agency Equipment

Entire Ground Floor of Historic Building at Corner of Leinster and Sydney Streets Adapted by Enterprising Firm of Wm. Pirie, Son & Company. Opening on May 10th.

An event of much interest to the motorists of the province and to tourists as well will be the opening of the new headquarters for St. John of the Wm. Pirie, Son & Co. New Brunswick, week distributors for Gray-Dort Motors Ltd., in the old St. Malachi's Hall, corner Leinster and Sydney streets, on the afternoon and evening of Monday, May 10. For some weeks this historic building has been in the hands of carpenters, painters, floor polishers and electricians and as a result this enterprising firm now offers an automobile agency with a real metropolitan touch, the last word in up-to-date equipment, facilities for demonstration and storage and a range of 1920 models sufficient to please the most discriminating buyer. Provincial dealers in Gray-Dort cars, local users, and friends of the hustling members of the St. John organization have been invited to be present at the opening which promises to be something of a landmark in motoring circles.

The firm of Wm. Pirie, Son & Co. which controls the sale of Gray-Dorts in New Brunswick has its headquarters at Grand Falls. The St. John organization, which is now housed in the old St. Malachi's is headed by P. Brennan as general manager, and Mr. Brennan's ability and popularity have contributed very largely to the success which useth such encouragement possible.

Associated with Mr. Brennan are E. J. Carleton, who looks after the accounting department and parts, and Frank J. Lynch, salesman and Harry Dever head mechanic, formerly with M. R. A. Ltd., furniture department.

The entire ground floor is occupied by the Gray-Dort agency and on entering the building from the wide door at the corner of Leinster and Sydney streets, one finds himself directly in the open-plan show rooms. Here some thirty cars or more are on exhibition, and one may choose between the Gray-Dort regular, which has been produced this year with ten major improvements, and a beam motorized

the "Special," Ace, and Two-Passenger Roadster. No matter what ready car model, however, the buyer can count on the same sturdy, powerful built motor with its big bore and long stroke heavy crank and shaft and a rear axle built specially in Chatham for the Gray-Dort people. One may choose in color between the gray of the "Regular," and the maroon of the "Special." Sedan and coupe models are also quoted.

Attention to the sitting cars, however, does not prevent an examination of the beauties of the room. Here is a floor space of 30x40 with new hardwood floor, newly laid and varnished, and entire front of plate glass, and a large new window cut in the Leinster street side of the building. Walls and ceiling have been done in buff Muresco with chequering, in many color extending around the room about three feet from the floor. Lattice work in mahogany color spanning the two wide arches in the portable partition of the rear of the room also add greatly to the general effect. The lighting is superb with large white globes softening the rays of powerful incandescent bulbs. On the walls are framed photographs showing views of the great Gray-Dort establishment at Chatham, Ont.

Suitable office room has been found in a large room in the southwest corner of the building and here in a space 6x12 seating plans are made and the destinies of the St. John branch directed. Directly behind the main show room and opening into it through the portable partition system of is a larger storage room, filled with cars new and old. This room, 8x24, is most conveniently and admirably fitted to the facility with which the growing business of the company in St. John can be handled. At the further end of the building from Sydney street, occupying a space 23x43 is the repair room, where the machinist is employed in making the necessary repairs. To the right of this is the

stock room, 30x20 where parts of all Gray-Dort cars are carried ready for immediate supply. Separated from this by a partition and opening into the main hall motor with its big bore and long stroke heavy crank and shaft will be found most useful.

Two large yard spaces bear further evidence of the suitability of the old St. Malachi's as Gray-Dort headquarters. The storage and washing rooms open into an assembling yard, 40 feet square which will be used exclusively in the company's business. A larger yard, 100x30 at the end of the building removed from Sydney street and with entrance from Leinster street is to be put in shape and offered as a parking space and here a garage man will always be on duty.

The transition which the ground floor and yards of St. Malachi's has undergone certainly reflects the great plan of credit on those who conceived the idea and on the builders in whose practical hands the work was placed. Mr. Brennan and his associates are to be congratulated on the progress which the public has now been asked to view. Forward step of this kind is certainly an inspiration to other firms in St. John. Other provincial dealers who have made a success of Gray-Dort distribution and who are expected to attend the opening on May 10th, are M. J. Scullin, St. George's, N. B.; J. H. Berrie, Hillsboro, N. B.; W. W. Boyce, Fredericton, N. B.; W. C. Albert, Edmundston, N. B.; B. E. Naason, McAdam; Bell Motor Sales, Ltd., Woodstock, N. B.; A. O. Powness, Moncton, N. B.; Keith Redstone Co., Havelock, N. B.; Rideout Bros., Grand Falls, N. B.; Landry & Proulx, Bathurst, N. B.; G. M. McLaughlin, Newcastle; E. Sullivan, Campbellton; National Garage Co., Sussex; Mr. Pirie was himself in St. John during the week of April 29-30, and expressed himself as highly pleased with the appointment of this new St. John headquarters.