

TION

ORD OF "FLYING
NS-CONTINENT
ESTING AVIATORS

Flies That Will be Hard to
San Francisco Today—His
Days Has Thrilled Aviation

When they stopped at Bryan,
Ohio, for the night. The Lieutenant
had lost the morning, due to a broken
radiator, at Cheyenne, Wyo., and his
mileage for the day—with Salduro as
his night control—was only 487, while
Captain Smith travelled from Omaha
to Bryan, Ohio, today, covering 591
miles.

Lieut. Maynard left Cheyenne at
10:35 p.m. Mountain time, and reach-
ed Salduro at 6:30 Pacific time. Cap-
tain Smith left Omaha at 7:45 a.m.
Central time and stopped at Bryan,
Ohio, at 4:50 Central time. Maynard
had 518 miles to fly to reach the coast
and Smith 650.

Captain Drayton, second of the
Westbound flyers, apparently had a
chance to make the best distance for
one day when he reached Rawlins,
Wyo., at 4:15 p.m. Mountain time
after covering 673 miles. He planned
to go on to Salt Lake City, which
would have made his days to a level
970 miles, but finally decided not to
attempt the additional 287 miles and
remained at Rawlins.

Lieut. Kiel and Major Spatz, the
Westerners who overtook Captain
Smith at Bryan, Ohio, were nearly
matching Captain Drayton, for they
had covered 723 miles, leaving St.
Paul, Neb., this morning. Captain
Drayton had started for Des Moines.

Other westbound flyers were well
bunched, ten of them at Bryan, Ohio,
one at Buchanan, Mich., one at Still-
well, Ind., one at Chicago, nine at
Cleveland, and others at Buffalo and
eastern points.

WILL WEAR YALE BLUE



Charles H. Conklin, a member of
the Hackensack Golf Club, of New
Jersey, wasn't satisfied when he
won the New Jersey junior cham-
pionship about a month ago but
went right along cleaning up
matches in the club to which he be-
longed, finally winning the club
championship from S. M. Allen, a
seasoned veteran, 5 up and 4 to play.
In thirty-six holes. Jesse Sweater,
of Ardley, and young Conklin
have entered Yale College, so, with
these two Old Eli should prove for-
midable on the links next year.

ERA
USEVILLE

Five Acts of High Class
Vaudeville
Serial Picture and
Concert Orchestra

DAY - LYRIC -

BEST
Out
No. 2
Belle
Long Legs

THE
UNDERWORLD CAFE
Presented by
LYRIC MUSICAL
COMEDY CO.

GREAT PICTURE
"LIFE"

BIRTHDAY
SPECIAL

Exciting Derby
MONTHS—

MISS THIS
WONDERFUL SHOW!

EATING CHEATERS"

The Biggest Value in Popular Priced Tailored-to-Measure Clothes
in the British Empire

English & Scotch Woollen Co. Tailored-To-Measure Clothes At Known Standardized Prices

VS

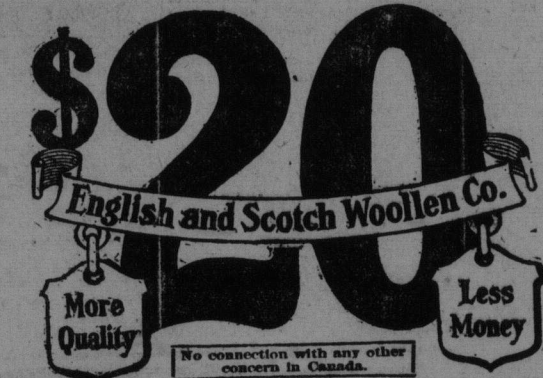
High Priced Clothes & Big Profits

THIS establishment has fought the High Cost of Living for over 10 years. It has been a lonesome fight recently, Profiteering, Inflation of the Currency, the High Cost of Living, the High Cost of Labor, the High Cost of Strikes, or what not—are making it pretty hard for us all this year to pay the grocery bill, buy a pair of shoes and get new fall clothes.

But the Government at Ottawa is coming to our rescue and they are going to start something—

The English & Scotch Woollen Co. have kept prices down for the public, and have proven that there is no need to pay high prices for your New Fall and Winter Suit and Overcoat. We ask you to visit any one of our 25 Quality Tailor Shops; you will get all you desire in fabrics, tailoring, style and fit, at Known Standardized Prices. Our Tailored-to-Measure Clothes are the biggest values in the clothing world today.

Suits and Overcoats Tailored-To-Your-Measure



OUR reputation for making serviceable garments, that give satisfaction, is worth more to us than any amount of clothes we might sell. The quality of English & Scotch Woollen Co. Tailored-to-Measure Garments is guaranteed as well as the serviceable wear. We never allow a yard of cloth to go to the cutting room until it has gone through every test and passed examination; every bit of material must measure up to our high standard of quality before it is accepted, we stand back of the quality of every yard of cloth used in our Made-to-Measure Garments. This policy has built the foundation and made the success of this establishment, which is the biggest Made-to-Measure tailoring establishment of its kind in the British Empire. Let us take your measure today for your New Fall and Winter Clothes.



LADIES' WARM WINTER COATS
MADE TO MEASURE
Our perfect tailoring organization is at your disposal; a new special designer for ladies' garments will take care of your order for a New Tailored, Made-to-Measure, Warm Winter Coat, shown in new exclusive designs and styles—you choose from our hundreds of rich, warm materials that will give long, satisfactory wear. Our Tailoring Service is Guaranteed.

English & Scotch Woollen Co.

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Out-of-Town Men Write for Free Samples, Fashion Plates, Self-Measure Form and Tape Line. Address 551 St. Catherine Street East, Montreal.

NEW STEAMSHIP LINE TO NORWAY

Quebec, Oct. 9.—The consul general

for Norway in Canada has notified the Quebec Board of Trade that a new Norwegian steamship line will shortly ply between Christiania, Norway, and Quebec and Montreal. The steamer

Ranemfjord, of the new line is expected to reach Montreal towards the end of October and another vessel may go to Montreal before the close of navigation. The new line may make

St. John, N. B., its winter port in Canada should sufficient encourage-ment be available in the way of freight.

Visitor—It brightens the home to have a little child around. Proud Father—Yes; our gas bill has increased over double now.

INDUSTRIAL CONFERENCE CONSIDERS PROPOSALS DESIGNED TO HELP WORKMEN

Samuel Gompers Brought Before the Conference a Proposal For Settlement of the Steel Strike—Many Other Concrete Proposals Before the Congress.

Washington, Oct. 9.—Concrete proposals designed to bring about a better relation between employers and the employed were laid before the national industrial conference today by members of the various groups making up the gathering. The proposals included arbitration of the nation-wide steel strike with return of the men to work pending settlement; an industrial truce starting immediately and continuing three months; creation of an arbitration board by the president and congress and including among its members all ex-presidents; and a comprehensive plan for adjustment of industrial disputes through boards of arbitration in the various industries.

The conference today also took its first concrete action in adopting a motion, offered by Thomas L. Chadbourne, a representative of the public, providing that a committee consisting of three members from each of the groups of employers, labor and the public, be appointed to investigate the high cost of living.

The proposal for settlement of the steel strike, introduced by Samuel Gompers, president of the American Federation of Labor, and one of the delegates, soon after the conference met in the first of the day's two sessions, came as a surprise to the groups representing the public and employers. In offering the proposal, Mr. Gompers explained that it had the support of the labor delegates including the representatives of the railroad brotherhoods. The proposal, like all others submitted today, under the conference rules, was referred to the general committee composed of five representa-

tives of each group. It generally was believed that the proposal would be in the hands of this committee for a short time.

As chairman of the public group, Mr. Harach introduced the proposal for an industrial peace, formulated by A. A. Landon of Buffalo, and the plan that a national board of conciliator and arbitration be created, which was put forward by Gavin McNabb of San Francisco.

The proposal for adjustment of labor disputes through joint boards of employers and employees in each industry with appeal to general boards appointed by the president and a final appeal to an umpire also came from the public group. It was drafted by Secretary of Labor Wilson and was understood to have been endorsed by President Wilson.

Speaking for the employers' group, which put forward no plans today, Chairman Harry A. Wheeler explained that five different interests were included in the group and that this fact had delayed framing of the groups suggestion for the conference.

Mr. Wheeler and a number of his assistants were not present at the afternoon session of the conference and sent word that they were at work and expected to report at tomorrow's session.

The prospect tonight was that following the introduction of the employees' demands, the conference will recess for ten days or two weeks to allow the general committee and such special committees as may be named time to take action on the material before it.

WILL MAKE NO INCREASE IN R. R. FREIGHT RATES

Washington, Oct. 9.—The railroad administration will make no increase in freight rates before the return of the railroads to private operation January 1.

Director General Hines, wrote T. DeWitt Cuyler, chairman of the Railway Executives today, that it would be impossible for the government to establish any general readjustment of rates, because earnings of the roads under the abnormal conditions prevailing in the early part of this year did not afford a fair test of income. The manifest desire of the public to have the interstate commerce commission exercise full authority in any readjustment of rates to be effective under private control also was cited by the director general as an objection to the railroad administration's undertaking such a readjustment.

"My view," wrote the director general, "has been and is that this important matter must be handled in accordance with the two following considerations:

"First—the question of increase in rates would not properly be considered on the basis of the unfavorable showing which the railroad administration was making in the early part of this year, because the showing was due largely to the abnormally small freight business, so that the results of that period could not fairly be taken as a test for making increases in rates. Necessarily, therefore, it seemed to me that the formulation of any appeal for a general increase in rates would have to wait a better opportunity for making an estimate as to what the earning capacity would be under normal conditions.

"Second—it has seemed to me that the public would not be satisfied under existing conditions to have any general increase in rates put into effect without the concurrence of the interstate commerce commission. The public sentiment to this effect has been manifested in many ways throughout the year and has been emphasized by the recent passage by the two houses of Congress of bills providing that

"FIDDLE-FIT"

Keep Liver and Bowels
Clean and Active
with "Cascarets"

Sick headache, biliousness, coated tongue, sour, gassy stomach—always trace this to torpid liver; delayed, fermenting food in the bowels. Poisonous matter clogged in the intestines, instead of being cast out of the system is re-absorbed into the blood. When this poison reaches the delicate brain tissue it causes congestion and that dull, throbbing, sickening headache.

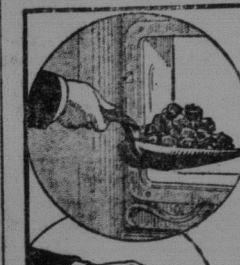
Cascarets immediately cleanse the stomach, remove the sour, undigested food and foul gases, take the excess bile from the liver and carry out all the constipated waste matter and poisons in the bowels.

A Cascaret tonight will have you feeling clear, rosy and as fit as a fiddle by morning. They work while you sleep.

there shall be an opportunity to review any rates proposed by the railroad administration before those rates shall go into effect. It follows therefore, that time and opportunity must be provided for public consideration by the regular rate making authority of any rate proposals now made.

"Since the foregoing controlling factors must be respected, it is evident that it would be impossible for the government to establish any general readjustment of rates prior to January 1, 1920. It is also evident that any new rates to be established for the future should naturally be considered not from the standpoint of unified operation of all the railroads.

"I therefore see no escape from the conclusion that if the corporations desire to make progress at this time with this matter they enter themselves, upon a study of the problem to determine what tariffs they think ought to be proposed, with a view to filling tariffs accordingly with the appropriate public authority."



Soiled

Good as New

It certainly is exasperating to soil the cuff of a perfectly fresh shirt when attending to the furnace.

If you don't change it, you'll feel uncomfortable all day fearing some one will notice the soiled cuff—

Unless you are lucky and are wearing a W. G. & R. shirt with Double Wear Cuffs. Then, all you have to do is to turn the cuff and it's as good as new.

These new Double Wear Cuffs are a convenience men have longed for. Now that they have been invented, men are taking to them enthusiastically.

Double Wear Cuffs look equally dresy and lie perfectly flat either side out. A clever new idea in cuff designing makes this possible. Ask your dealer to show you

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DOUBLE WEAR CUFFS
Trade Mark Patented 1918

"the cuff that doubles the life of the shirt"