

HE SANG TO "RED" FIRING SQUAD

Tenor's Voice Got Him Out
of Clutches of the
Bolsheviks

Few refugees have surpassed the story of Anatol Berezowsky, for some years tenor of the Imperial Opera in Petrograd, who sang his way out of the clutches of a Bolshevik firing squad at Brinsk, to present himself finally in America. He has reached New York to see if he might sing his way into the hearts of a music-loving public.

Nine years back the young Russian was winning applause of audiences in Moscow, Kiev and Petrograd. A year later he was an officer in the Czar's army, three times wounded and twice decorated for bravery under fire. Berezowsky was born in 1884 at Viatska, the birthplace also of the famous basso Chaliapin.

Entering the University of Kazan, he began his musical education under the composer Nikolsky. He studied repertoire with Selivanoff, basso of the Mariinsky Opera. Berezowsky's first public successes were in "Galka," an opera by Manushko; in "Eugene Onegin," by Tchaikovsky and in "Aida."

Commissioned a lieutenant of the Lieh-Guard Volinsky Regiment, he saw in Galicia his first battle with seasoned Austrian troops, a strange ordeal for an opera singer.

"At Lwow-Krakow," he said, "I received my first wound and was sent to a hospital in Kiev. I had commanded the first battalion of my regiment and a close friend of mine was in command of the second. I recovered in the hospital in time to see my friend brought in mortally wounded, and by the time I was able to walk, he died. I received a short leave and took the body of my brother officer to his mother and sister. His sister is now my wife."

"I was sent to fight the Turks and later the Germans. My most terrible experience was when the revolution began to sweep over Russia. I got on a train with the soldiers with whom I had shared and suffered at the front, and when we reached the city of Brinsk a mob of Red sailors captured me. Their only mission at that time was to kill officers and I was in full uniform."

"I found myself facing a firing squad of four half-drunk soldiers. They held up my execution by a squabble over my boots and coat, one sailor telling me to take off the coat so that it would not be spoiled by the bullets, while another demanded that I take off my boots."

"An inspiration came to me to sing and I began a folk song they all knew. Although one continued the argument, the others lowered their rifles and listened to what they evidently considered the swan song of a half-crazy man. While I sang I could see my soldiers scrambling off the rear section of the train. There was a sudden confusion and I slipped away."

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

Disguised as a peasant peddler the singer reached Kanan, where he gave a concert for the Czechoslovak and White armies, and where also he was married. Because women had been declared "Government property" his wife would have been allotted to the Red soldiers had he not rescued her.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

In China he met his old teacher, Selivanoff, and a concert was arranged. Berezowsky made his way to Seattle, where the proprietor of a theatre gave him a concert, followed by others in Portland and Los Angeles before he came to New York.

With his mother, 91 years old, and his wife he escaped to Omak, joining Kolchak's army. When the Reds defeated Kolchak he made for Harbin, where he escaped finally in the disguise of a railway fireman, stoking an engine. From the day he became a fugitive Berezowsky had walked more than 6,000 miles before he reached Shanghai.

"EDEN"

Open Stock Pattern Dinnerware

A very attractive new and charming Bird and Floral Decoration just added to our numerous lines.

See our window display.

O. H. WARWICK CO., Ltd., 78-82 King St.

BUSINESS LOCALS

In stock Acadia Pictou, cleanest coal for all burning purposes, also dry hard and soft wood. George Dick, 48 Brittain street, 8-11 t.f.

Black's Bowling Alley express appreciation to Alfred Gibson, Metcalf St., who supplied them with light returns, received by a radio set constructed by himself.

Regular meeting Loyalist Temple No. 13 Pythian Sisters, Tuesday evening 8 o'clock, Temple Bldg. Full attendance requested. 26214-9-18

CHANGE OF TIME
SUNDAY TRAINS CANADIAN PACIFIC RAILWAY

Owing to discontinuance of Daylight Saving time passengers using the C. P. R. Sunday train to Fredericton and suburban points will please note that commencing Sunday, September 16th train will leave St. John at 9:15 a.m. Atlantic time instead of 10:15 a.m. (Daylight) as previously. 15-22-28

Ungar's Laundry, Ltd., have installed up-to-date stationary tubs, and wash and iron silks, fine flannels and delicate articles by hand.—Phone Main 58. 8

Millidgeville Summer Club weekly dance and bridge, Millidgeville, Tuesday, Sept. 18. 26262-9-19

"RITZ" DANCING EVERY NIGHT
By request of our many patrons. 26387-9-19

Meeting of Moulton Temple No. 14 Monday evening at eight o'clock at the Pythian Castle Union St.—Social evening. 26263-9-18

BUSINESS LOCALS

Buy your tickets early for the Welsh Singers. 26360-9-19

Special Services in the Reformed Baptist Church beginning Tuesday evening at 7.30 by L. J. Sears, Wollaston, Mass. 26356-9-18

Try Again To Pierce Rocky Mountains

Attempts to Drive Tunnel Through Continental Divide Resumed.

New York, Sept. 17.—Attempts to drive a tunnel through the Continental Divide on the line of the Denver & Salt Lake, that have extended over a period of almost a quarter of a century, now promises to meet with success. Under the present plans the summit will be lowered by one-half mile, effecting a great reduction in the cost of transporting freight over the Rockies.

The dreams of hundreds of railroad engineers and the hopes of hundreds of other railroad executives, have progressed to a point where the Moffat Tunnel Commission of Colorado has made plans for the construction, has invited bids and has provided means of financing the project.

Since the completion of the Denver & Salt Lake in 1905 this summit has been the outstanding obstacle to the successful operation of the road. Starting at an elevation of approximately one mile, the road climbs steadily to an altitude of more than two miles at Corona, 65 miles away. From this point it descends for 90 miles to Orested at an elevation of 6,700 feet. The maximum grade on each slope is 2 per cent., with the exception of about 28 miles of 4 per cent. grade between Denver Junction on the eastern slope and Vasquez on the west. This 4 per cent. line over the summit was built as a temporary piece of construction pending the driving of a six-mile tunnel through the Divide.

But since the construction of the line it has been impossible to finance the construction of the tunnel and the 4 per cent. grade over the summit reached. After the failure of the original promoters to put through the scheme there have been a number of other trials at financing.

In 1913 the City of Denver voted \$3,000,000 in bonds to pay two-thirds of the cost of construction in order to afford an outlet for a large undeveloped area in the northwest part of Colorado. But just as the bond issue was about to be completed the bond issue was declared unconstitutional.

Seven years later another plan was originated by the State to complete the tunnel. Under this plan the State was to pay for this tunnel and two others through the mountains on the right of way of the Denver & Rio Grande. Nothing ever came of these projects.

No action of any kind was taken until May, 1922, when a law was passed providing for the creating of an improvement district comprising the area tributary to the Denver & Salt Lake line, which would benefit by the completion of the tunnel, and with authority to levy assessments against property in the district as security for the construction bonds to be issued. Under this law the Tunnel Commission was created. It is this commission which is now asking for bids for the construction of the tunnel.

In describing the tunnel the Railway Age says:

"The Moffat tunnel will be 31,875 feet or 6,044 miles long; it will be 16 feet wide and 24 feet high and will be built from an 8 by 8 water tunnel, which will serve as a pioneer tunnel for construction purposes from which the cross entries will be driven to the main tunnel at intervals of approximately 1,500 feet."

"The east portal of the tunnel will be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal."

"It is expected that the construction will require three years and an expenditure of \$6,720,000."

"The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble."

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

F. A. Dykeman & Co.

The Store of Complete Satisfaction.

Make Your Home
More Cheerful With

NEW Wall Papers

In the home nothing is so suggestive of good taste and refinement as your walls treated correctly to give a proper background to your furnishings.

In Our Superior
Quality
22"
Wall Papers

You will find an attractive variety of from soft tone effects to the more elaborate colorings, suitable for any room in your home and the prices are very reasonable.

Before planning your Fall decorating let us show you these papers.

Open Friday Night until 10.
Closed Saturday at 1 p.m.

F. A. Dykeman & Co.

Mail Your Films

or bring them to
WASSONS

SAME PRICE for BETTER WORK. The HAND finish, remember, gives a clearer, more natural picture, and you'll be wholly satisfied.

YOUR PICTURES WILL BE READY
WHEN PROMISED

9 Sydney Street 711 Main Street
WASSONS

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

The tunnel will replace thirty-two miles of the present line and effect a net reduction in distance of twenty-three miles. It will eliminate all but two curves of over twelve degrees and all of the 4 per cent. grade, besides lowering the summit 2,432 feet. It will also eliminate all of the snowsheds and severe winter trouble.

NO USE COMPLAINING.
(Maritime Merchant)

It is no use complaining if conditions are not what they were say in 1912, or even in far less prosperous times. What use is there in expecting them to be so when so many of the countries with whom we have to do business are in such desperate straits? Common sense ought to tell anyone that we have made a marvellous recovery already when all things are considered. We had never been touched by so many vital points before as we were about two years ago. But now we find a very fair measure of recovery to health in all these vital points save one—the fishing industry. Perhaps some of our manufacturing industries have a good way yet to go, but there is a generally improved tone almost everywhere, the effect: wherever of will be abundantly evident in no other year. We are truly well off and people should get into the habit of judging the situation, not in comparison with our own old time standards, but by present world-wide standards. I will be a long time before any country will enjoy such conditions as most people have in their minds as the standard of prosperity.

be three miles west of Tolland, Col., approximately fifty miles from Denver, at an elevation of 9,198 feet. The grade of the tunnel will ascend from the east portal at the rate of 0.3 per cent, to a summit elevation of 9,239 feet, 14,708 feet from the east portal. From this point the grade will descend at the rate of 0.8 per cent. to an elevation of 9,095 feet at the west portal.

It is expected that the construction will require three years and an expenditure of \$6,720,000.

</