

THE EVENING TIMES-STAR, SAINT JOHN, N. B., SATURDAY, SEPTEMBER 11, 1926

5

MINE TROUBLES SENDING MANY FROM ENGLAND

Miners Join Contingents of
Emigrants Crossing
Atlantic Ocean

SEVERAL NEW AIR
LINES TALKED OF

New Type of All-Metal Air-
Boat Is To Be
Used

Correspondence of Times-Star
LONDON, Aug. 26.—I learn that quite a substantial number of our coal miners are included in the contingents of emigrants now crossing the Atlantic. Many of them have saved substantial sums, amounting in some cases to several hundreds of pounds. If there is anything more certain than another, that, after the present dispute is over, not merely will many pits not re-open, but those which do will be to a far larger extent equipped with mechanical coal-cutters, and the demand for skilled miners will be greatly reduced. Indeed, mining will tend to become more and more an unskilled occupation for most of those engaged in it.

REMARK DISLIKED.

Evan Williams has promptly contradicted a statement about his having greeted the miners' leaders with a remark to the effect that he supposed they had come to surrender, but wanted something to save their faces. But I am told that a remark the chairman of the Mining Association did make, quite in a light and humorous vein, gave great offence, or is being represented as doing so. This remark was a slight at the recent close association of the miners' leaders with the church leaders, and was a chiding suggestion that they could dispense with a hymn before opening their talk.

The first tour of the Gallipoli battlefields, organized by the St. Barnabas Pilgrimage Fund, left London on Wednesday. The progress is not of a general interest, and is not restricted to the battlefields only, but extends to Athens, Constantinople, and the grave of Rupert Brooke. It is over the Surla Bay battlefield, and the bold project has therefore been thought out of making a second uninvited landing. It is proposed to run the pilgrimage boat close into the shore, and let the pilgrims themselves make the landing. The ship's boats in the same way as their relatives made their gallant landing ten years ago.

SIR JOHN SIMON AT PLAY.

The man who is making the biggest income ever earned at the bar in England, is supposed to have time for nothing else. It is surprising, therefore, to find Sir John Simon, whose name fairly vibrates among the parliamentary chess-players, of whom Sir Richard Barnett is the strongest, though he does not win the first prize. The explanation is that, for the first 20 years or more of his professional life, Sir John Simon devoted himself to nothing except the bar and politics. Then he realized that a man without hobbies is laying up a horrible old age for himself. So he has taken up golf, the piano, and chess, all with equal enthusiasm. He is a Braid, a Padewski, or a Capablanca, but he gets plenty of fun out of all three recreations. He plays golf works, with his whole heart and soul and mind, and his diversions have made him more human than he used to be.

AERO TWO-SEATERS

Great interest will be aroused, amongst all those who are concerned in aerial development, by the forthcoming light aeroplane contests at Lympne. These will take place in September, and famous engineering firms up and down the country will be represented by their latest types of two-seater aeroplanes. Handsome prizes have been put up, and the first prize is a substantial one of £5,000, for which there is sure to be keen rivalry. This meeting will afford a fine opportunity of gauging what practical progress is being made by the equipment for civilian flying, and experts talk confidently of evidence showing a big advance since the last trials. The amateur aeroplane movement is showing great vitality, and clubs are getting seriously to work all over the country. One such club alone has now 15 duly certificated pilots, all flying their own air "buses" as systematically as other people drive a car. I was talking to-day to one enthusiast, who knows his subject expertly, and who predicted that we are approaching the time when aerial traffic will begin to present a real control problem.

ALL-METAL AIR-BOATS

The Imperial Airways is to make a further development of its services soon by running in supplement to its existing air lines several overwater routes. One of these will be inaugurated between Southampton and Cherbourg, and another between this country and Germany via Copenhagen. For these new services a new type of air-boat, of all metal construction, and driven by 1,400 h.p. Rolls Royce engines, is now being made.

ITCHING SKIN

Over 85,000 sufferers from skin affections say Ovelmo rid them of their trouble. Mrs. de Roche, Central Bedford, P. E. I., writes: "I had Eczema since a baby; nothing seemed to stop it until I used Ovelmo which quickly did the work. I was cured from Mrs. Job Sims, Crediton, Ont., came this: 'I was troubled with Eczema on my foot. Could not wear a shoe. Since using Ovelmo the Eczema left me.' Ovelmo's scientific combination of internal and external treatment stops itching instantly, soothes, heals and clears the skin, tones the stomach, purifies the blood. Ask your druggist."

OVELMO
STOPS
ECZEMA

gines, is now being made, and may be used also on the Southampton-Cherbourg route. They will be very big machines, of great carrying capacity, and will be experimental with a view to future long-distance overwater services that must some day link up the Empire in much closer and quicker bonds of transit. If as successful as the designers anticipate, these all-metal air-boats will be used to connect over the sea and land lines on the 10,000-mile route between Groydon and the Antipodes.

POSTAL SERVICE

Recent discussion on post-mark advertising has recalled that, from the moment you slip it into a pillar-box a letter becomes the legal property of the Postmaster-General. I learned that fact some quarter of a century ago, when I saw a well-known public man sentenced to seven days' imprisonment for stealing a letter. Divorce proceedings were pending, and knowing that his wife had posted a letter at the seaside where they were staying, he called on the old lady to argue that postmistress, as well as village shopkeeper, explained that the letter had been posted by mistake, and asked if he could have it back. She innocently complied, and the letter provided the legal link in the evidence. But the fact was indiscreetly revealed in court, and imprisonment for the husband was the sequel to the success of his divorce suit.

DEADLY RIVALRY

There are some facts stated in the Registrar-General's report that raises perplexing speculations. For instance, there is a careful analysis of street accidents, which shows not only the total percentage of deaths attributable to each sort of street vehicle, but also the varying percentages of each at different ages of the casualty victims. Thus the motor car is responsible for 38 per cent. of street accident deaths during the past 14 years. But whereas the motor car has been the deadliest vehicle to persons between five and ten years, the motor cycle is the deadliest to those between 20 and 25 years of age. This seems to argue that the motor cycle is handler at braking or avoiding, but more dangerous to its own users, because undoubtedly the high motor cycle involving the flapper pillow rider, whereas the motor car is largely perilous to children, it is easy to account for the fact that the "bus" is three times as deadly as the tram, but in justice to the former, and its most efficient driver, it must be remembered how many "bus accidents" are due to evading trams on their immobile lines.

YE OLDEST REGIMENT

So far as the regular army is concerned, the Royal Scots, familiarly known as Pontius Pilate's bodyguard, claim pride of place as the oldest regiment on the roster. But the Honourable Artillery Company can trace its military ancestry back even further than the gallant Royal Scots. It was 889 years ago today that Henry VIII granted a charter to the "well-beloved" which started the famous H. A. C. They still preserve in their spacious London headquarters the old archery butts on which three centuries ago they were put through their "musket" tests. Any number of royal princes and peers of the realm, as well as other famous personalities, have served with the corps. Three outstanding names are those of Samuel Pepys, John Milton and Christopher Wren. The H. A. C. crossed to France for the big parade at the same time as the London Scottish, and were the first territorial battalions at the fighting front. Their record in the Great War was a proud one. Not only were they excellently drilled and thoroughly efficient, but they had a fine esprit de corps. They combine artillery and infantry, and their guns did good service at Ypres.

CRICKET IN HOLLAND

How many English people know that cricket is played in Holland? I confess it was news to me, but last night a clever young Dutch journalist assured me he sent three-quarters of a column about the Oval Test match to his journal in Amsterdam every night. And one Dutch newspaper has even sent a special representative over for the match. The international cricket during the war gave a big fillip to the game in Holland, but there was a cricket club in Amsterdam over 40 years ago, and from England and the British Overseas Dominions, Holland plays more cricket than probably any other country in the world. There are quite a number of clubs, and their form is about equivalent to first-class club play in this country. Efforts are now being made to improve the grass pitches, which are at present rather of the "dole" variety. Cricket is not exactly a popular Dutch game, but is like golf, which is also spreading rapidly, played by "the best people."

THE ENTHUSIAST

There was a great souveniring at the oval when the last Australian cricket fell, the people realising they had just witnessed a historic match. Malley did not wait for an instant when he was howled as last man, and dashed after the ball like a dog chasing a rabbit. Pat Hendren got one of the balls, and Chatters, the umpire, another. Four stumps are lost utterly, apparently souvenirs of the crowd, but Strudwick "won" one, and the dressing-room attendant another. Perhaps the finest example of real cricket enthusiasm, however, was afforded by an elderly working man, with a white beard, and sixty if he was a day, who was seated on the ground at the ropes. A fast square-leg hit by Andrews came along, bounced only twice, and hit the old chap on the side of the face, cutting it open, so that blood flowed freely. Two policemen led him at once to the St. John Ambulance tent, which was at ten minutes to five. Five minutes later he came back, bandaged up, hurrying to see the end of the game.

CULLY ROSS DEAD

Director of Canadian National Exhibition Passes at Home in Toronto

TORONTO, Sept. 10.—D. C. (Cully) Ross, director in charge of the pageant at the Canadian National Exhibition, and well known in commercial circles from coast to coast, died late last night after an illness of two months' duration. He had been in charge of the exhibition pageant for 20 years and had been connected with the fair for 80 years. Mr. Ross was born in Toronto. His widow survives.

BOOT AND SHOE OUTPUT SHOWS GAIN IN CANADA

In Seven Months 10,500,325
Pairs Produced—
Ahead of 1924

MONTREAL, Sept. 11.—The report of the production of boots and shoes in Canada during July, based on the returns of 144 establishments out of a total of 169 establishments in operation in that month, shows production of footwear was slightly in excess of that of the preceding month. The total for all classes for July was 1,571,101 pairs, in comparison with 1,550,474 pairs in June. The number of pairs of men's boots and shoes increased by 10 per cent. of boys' and youths' by 5 per cent.; and of women's by 5 per cent. The production of misses' and children's and of babies' and infants' shoes decreases of 18 and 9 per cent. respectively.

Three establishments in Quebec, one in Ontario and one in Nova Scotia did not submit July figures. A total production of 10,500,325 pairs is shown for the seven months, or an average of 1,500,046 pairs a month. If the production for each of the remaining months of 1926 equals this average total production for the year will exceed the production of the year 1924, the latest year for which complete statistics are available. The production in 1924 comprised 12,060,734 pairs of footwear, exclusive of larijans and shoe-packs and Indian slippers and moccasins.

OLDEST COUPLE IN ENGLAND ARE 102

Mr. and Mrs. John E. Taylor,
Kent, Celebrate Birthday
Together

LONDON, Sept. 11.—Mrs. Sophy Taylor, of New road, Green street, Greenwich, Kent, who is 102nd birthday to-day, and her husband, Mr. John E. Taylor, who was 102 in April, are recognized as the oldest couple in England.

They are now being spoken of as the only man and wife who have ever been living together at such an age. Mrs. Taylor has been confined to bed for some years, but has been in good, and she still reads quite well. Mr. Taylor was a familiar figure in the village until the death of last year, when he had a stroke whilst out on a frosty day and has not been about since. He used to sit on an old stump on the roadside, where he liked to talk over old days with his neighbours, and called the old men of the village. He was a carpenter by trade, and recalled with pride that he had worked with the Duke of Wellington when the famous soldier inspected the building for the exhibition in Hyde Park. He is an habitual smoker and has never been an abstainer.

FEW VOTE AT HALIFAX

HALIFAX, Sept. 10.—A few took advantage of the advanced polls which opened tonight for the benefit of those who will be out of their constituencies on election day but a heavy vote is expected tomorrow when the travelling men will be in their homes for the week-end.

ARE YOU AFRAID OF YOUR MEALS?

Proof That the Stomach Is Weak and Needs Toning Up

Are you one of the many sufferers who dread meal time? Hungry, and yet afraid to eat, because of the pains and discomforts that follow. When the stomach is out of order the whole system suffers, and the blood becomes thin and watery, it becomes increasingly difficult to correct the digestive disorder. There is no tonic for the stomach that is not a tonic for the whole body; thus a blood-building tonic such as Dr. Williams' Pink Pills, not only relieves indigestion, but adds to the general strength. Mr. D. J. Shaw, Selkirk, Road, P. E. I., has proved the value of Dr. Williams' Pink Pills in a severe case of indigestion and relates his experience for the benefit of other sufferers. He says: "I suffered from indigestion for a number of years. My case was so bad that words fail to describe it. My appetite was gone, constipation was present, and my nerves were all on edge. I could not sleep well at night, and the world was a dark spot for me. I tried a number of remedies, but without any benefit. Then Dr. Williams' Pink Pills were recommended, but without much faith, after so many failures, I decided to try them. After taking three boxes I noticed a change for the better. Then I got three boxes more and found I had a genuine remedy. I continued the treatment, took moderate exercise, could take plain food without suffering as formerly, and proved that these pills make good blood, and that this good blood will restore the stomach and nerves. Anyone suffering from stomach or nerve troubles will make no mistake in giving Dr. Williams' Pink Pills a fair trial." Dr. Williams' Pink Pills are sold by all medicine dealers or will be sent by mail at 20 cents a box by The Dr. Williams' Medicine Co., Brockville, Ont. Write today for a copy of the free booklet, "What to Eat and How to Eat."

CHILDREN SOLD AS SLAVES IN HUNGARY

From \$5 to \$15 Paid in Open
Market Place of
Debreczen

LONDON, Sept. 10.—Few will believe that in A. D. 1926 slave markets exist in Europe. A visit to a slave market in Debreczen, the capital of the richest agricultural district in Hungary, where children are bought and sold like heads of cattle proves that such markets do exist. Parents whose gay national apparel barely hides their extreme poverty bring in their children to the "Salogano." The children aged six or seven little know what the day has in store for them. They are lined up in the market place for inspection by the "Civish," the wealthy farmers, ped, and housed, again after a fashion, and when they have attained enough strength to do hard labor in the fields they become agricultural workers, receive a pittance, marry, and in turn beget children whom they sell to their lord.

MAILS FOR BRITAIN

Announcement of Arrangements
Made for Week Ending
Sept. 18 Made

Mails to the United Kingdom during the week ending Sept. 18 will be despatched as follows: Correspondence specially addressed for the New York route to connect with the S.S. Aquitania sailing from New York on Wednesday, Sept. 16, at 10 a.m. Close 5 p.m. Sept. 15. Full mail for Great Britain and coun-

tries via Great Britain to connect with the C. P. S.S. Empress of Scotland, sailing from Quebec to Cherbourg and Southampton on Wednesday, Sept. 15, at 3.30 p.m. S. T. This steamer will also be used for direct mail for the continent including direct parcel post for France. Close 5 p.m. Sept. 14.

Full mail for Great Britain and countries via Great Britain to connect with the C. P. S.S. Marlow sailing from Montreal to London on Thursday, Sept. 16, at 10 a.m. S. T. Close 5 p.m. Sept. 15.

Correspondence specially addressed

for the New York route to connect with the S.S. Aquitania sailing from New York on Friday, Sept. 17, at midnight. Close 5 p.m. Sept. 16.

Letter mail and parcel post for Great Britain (except mail for Ireland and Scotland) and countries via Great Britain to connect with the C. P. S.S. S. S. Montrose sailing from Montreal to Liverpool on Friday, Sept. 17, at 10 a.m. Standard time. Close 5 p.m. Sept. 16.

Paper mail and specially addressed correspondence for Great Britain (except mail for Ireland and Scotland) and countries via Great Britain to connect with the Cunard Line steamer Antonia sailing from Montreal to Plymouth, Cherbourg and London on Friday, Sept. 17, at 10 a.m. Standard time. This steamer will also be used for direct mail for the continent including direct parcel post for France. Close 5 p.m. Sept. 16.

Full mail for Ireland and Scotland to connect with the Cunard Line steamer Letitia sailing from Montreal to Belfast and Glasgow on Friday, Sept. 17, at 10 a.m. Standard time. This steamer will also be used for direct parcel post for Belfast. Close 5 p.m. Sept. 16.

Full mail for Great Britain and countries via Great Britain to connect with the White Star S. S. Doric sailing from Montreal to Liverpool on Saturday, September 18 at daylight, stopping at Quebec. Close 5 p.m. Sept. 17.

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Correspondence specially addressed

for Thin Blood



DR. CHASE'S
NERVE FOOD

Children of six or seven will be put to tend the ducks, the older ones the sheep and goats. They receive no pay, are clothed after a fashion, fed, and housed, again after a fashion, and when they have attained enough strength to do hard labor in the fields they become agricultural workers, receive a pittance, marry, and in turn beget children whom they sell to their lord.

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The children are carefully examined, felt, thumped and appraised. Bargaining follows, and the father, or the sobbing mother, assures the prospective

buyers of the perfect soundness of their child.

A sum equivalent to \$5 or \$6, will buy such a child—boy or girl. The price may rise to \$15, for the older ones, aged 13 to 15. When the bargain is settled the mother gives her offspring a last tearful hug and wrenches herself away. The child follows its master into its new life.

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