

GERMANS FEAR UNITED STATES AUTO RIVALRY

The Traffic Regulations Virtually Forbid the Use of Any American Motor.

NO GERMAN CARS CAN BE EXPORTED

Motor Fuel is Rationed—Automobile Licensed for Business Purposes Only.

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Berlin, July 13.—German automobile manufacturers, who realize that the present prohibition against the importation of foreign-built automobiles cannot permanently be maintained, are seeking to protect themselves against foreign competition, particularly the everywhere dreaded invasion of the American car, by an apparently harmless paragraph in a draft law modifying the present traffic regulations on automobile traffic. The proposed law proscribes certain standards of construction to which automobiles built in Germany must conform, the object being to insure safety of traffic, but an additional paragraph provides that only automobiles which meet these specifications may be used in this country. Foreign built automobiles, particularly the American cars, are not permitted to conform exactly with these specifications, even though they may have abundant margin of safety of construction and operation. At the slightest deviation from the standard types will, according to the measure, prevent the use of the car on German roads, the proviso, it is believed, will operate in practice as an absolute prohibition against foreign-built cars.

The export of German cars, which a short time ago was very brisk owing to the low German exchange, has now virtually ceased, high German car prices reckoned in three-cent pieces of one-cent units having reached or passed foreign prices. German manufacturers, who at the low point of the mark were expecting to conquer even their home trade is dead. The same bar against the importation of luxury cars, which has protected them against foreign competition, also operates against the importation of gasoline, and as the home supply of benzol, a gasoline substitute manufactured from coal tar, and the limited amount of imported gasoline which the government authorities are strictly rationing, the sale of pleasure cars has virtually ceased. The automobile trade is therefore agitating for a removal of the restrictions upon the importation of gasoline and upon the uses to which cars may be put in order to revive home business.

At present cars are licensed only for business purposes, and police traps are constantly set in the vicinity of race tracks, suburban resorts, etc., especially on Sundays, to see that automobiles are being used only on business errands and only by persons to whom the license has been granted. The presence of ladies in a private car is usually interpreted as an indication of illegal use. Under these circumstances the private buyer is ceasing to invest in cars which he cannot use.

At present prices a market could undoubtedly be found for the American motor of the cheaper grades in Germany if the import restriction were removed and the free market was authorized. German cars have steadily risen in price owing to increasing cost of materials and the high wages paid workmen, and even second-hand machines are quoted at prices well above those prevailing in the United States for new machines of many of the popular makes. A German agent recently seeking information regarding an agency for a well-known American automobile declared that even on a basis of the retail price in the United States plus freight and import duty he could see a profit in selling in competition with German cars of the corresponding class.

BELIEVED MEN LOST AT SEA

New York July 12.—The aid of the New York police was called today to search for four men, who April 6, started for San Domingo, in a three-masted schooner, George E. Hagen, and have not been heard of since. Mrs. Ethel Macnaughton, wife of the husband, Martin H. Macnaughton, with three other men sailed from Sheephead Bay to deliver the 32-ton vessel to the San Domingo development company, which had purchased it. She said the crew promised to keep close to shore and to write from Newport News, their first stopping place. No word has been received from them and Mrs. Macnaughton fears the craft has been lost at sea.

DISSATISFIED WITH ALLIED NOTE

Spa, Belgium, July 12.—The Polish Legation at the conference here is understood to be very much dissatisfied with the terms of the Allied note to the Russian Soviet Government, proposing an armistice between the Bolshevik and Polish armies. They feel, however, that they will be obliged to accept it.

For Thin Waists and Sleeveless Gowns

(Toilet Tips.)
A safe, certain method for ridding the skin of ugly, hairy growths is as follows: Mix a paste with some powdered delatone and water, apply to hairy surface about 2 minutes, then rub off, wash the skin and the hairs are gone. This is entirely harmless and seldom requires repeating, but to avoid disappointment it is advisable to see that you get genuine delatone. Mix fresh as wanted.

WASHINGTON OFFICIAL GOING TO GENEVA

Dr. Meeker Who Has Been Commissioner of Labor Statistics Joins Staff of League of Nations.

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Washington, July 13.—Dr. Royal Meeker, a native of Liver Lake, Susquehanna county, Pa., and commissioner of labor statistics, has resigned from the Department of Labor and will leave this country July 31 for Geneva, where he will take up the work of editor-in-chief of the monthly bulletin in the international labor office of the League of Nations.

Dr. Meeker, who in early life was a professor at Ursinus College, Pennsylvania, and Princeton University, was appointed to the labor department by President Wilson in 1913. Commenting upon his resignation, W. B. Wilson, secretary of labor, said: "Dr. Meeker has been an exceptionally efficient administrator of the Bureau of Labor Statistics. He has reorganized the cost of living studies on a basis of the family budget or market basket, so that they are now a close approximation of the actual cost of living. His wartime studies of wages and living costs were accepted by all the wage boards as a basis upon which their decisions were made. While his sympathies were always with the workers, he never allowed these sympathies to distort the facts. I look upon his resignation as being an immediate loss to the government and the people of the United States, but in his new position he will be able to go on with the international portion of the work he has so well begun in the Bureau of Labor Statistics and ultimately bring greater benefits to the people of the United States."

HOW THE C. P. R. KEPT FAITH WITH ITS MEN

Interesting Account of Corporation's Attitude Toward Returned Soldiers—Decorations Won by Employees of Company.

With a total of 16,320 returned soldiers given employment up to June 30th, the C. P. R. has achieved a record which its officials consider the best record in the history of the company. When any C. P. R. man sailed for voluntary service overseas, he carried with him not only credit for six months' pay, but also the promise of a position awaiting his return, of equal value to the one he left. The promise was more than kept, for the C. P. R. scale of pay was raised during the war to correspond with the increased cost of living, and re-employment in the same position in most cases meant re-employment at a higher wage or salary.

Moreover, not only was the door thrown wide open to C. P. R. returned men, but for all new openings preference has been given to returned men in general—so that whereas the company's moral obligation covered only the 7,000 who applied for re-employment, its actual record has been the employment of over 16,000 ex-servicemen—or more than 20 per cent of the total payroll. The actual figures up to June 30th, 1920, are as follows:—

Category	Number
Army	11,062
Naval	1,100
Wounded	2,058
Reemployment in the service	7,008
Other soldiers given employment	11,322
Total soldiers given employment	16,320

Army service naturally upset the old order of life, and a percentage of those who might have come back to railway service in Canada drifted elsewhere. Of these railway types of railway employees, the trainmen and engineers appear to have remained most true to their old love, as the following figures show:—

Category	Number
Train and engine men	1,380
Shopmen	273
Clerical	307
Miscellaneous	280
Maintenance of way employees	508
Total	2,748

If the "Veteran" Army of the C. P. R. were over to parade together, it would make a brave showing of medals and decorations. Of the C. P. R. men re-employed, 370 or over 5 per cent, won special distinction of this nature, including two V. C.'s, 2 C. M. G.'s, 3 with bar to D. S. O., 3 D. S. O.'s, 54 M. C.'s, 47 D. C. M.'s, 180 M. M.'s, 13 with bar to M. M., 17 M. M.'s, 13 Croix de Guerre, and 1 Legion of Honor.

CREATE ESTATE FOR THE WIDOW

Toronto, July 13.—As the films taken of the fatal trip of Charles G. Stevens, barber, of Bristol, England, may create an estate for the widow, much interest is being taken here in the finding of the tattooed arm in the Niagara River, and whether or not it will lead to the identity of Stevens' relatives. It is regarded here as questionable whether an inquest on the tattooed arm will be held as legal.

Sorry He Spoke.
Hub: "The preacher said this morning, you'll remember, that the finest garment a woman can wear is the mantle of charity."
Wife: "Yes, and judging from the fuss they make over the bills, it's about the only garment some husbands want their wives to wear."

FRANCE DOING GOOD BUSINESS WITH GERMANY

Richly Avenging Herself for Military Invasion by Taking Trade from Germans.

WINES AND LIQUORS IN GREAT DEMAND

Teutons Have Finally Re-established Customs Barrier and Checked Inflow.

By S. B. CONGER.

Berlin, July 13.—France, after suffering under German military invasion during four years of war, is avenging herself by a heavy commercial invasion of the German market. This in 1919 resulted in millions of francs profit to French manufacturers and exporters, particularly of luxury wares like silks, furs, perfumes, wines and liquors, and by the uncontrolled inflow of these through the so-called "Hole in the West" contributed largely to the collapse of German exchange since the armistice.

German statistics upon importations are admittedly of little value, as great masses, notably of the prohibited luxury imports, were brought in without control and even without payment of duty from the occupied zone, but a summary compiled by the German semi-official Journal of Commerce and Industry from the French trade statistics shows that French exports to an impoverished Germany in 1919 increased 48 per cent, as compared with the last peace year, 1913. The approximate figure, reduced to dollars at the normal rate, are: For 1919, \$266,775,000, and for 1913, \$173,353,000.

These figures, of course, reflect the increased prices of all commodities. The statistics, however, also show that France is getting back a part of her losses in increased trade with her vanquished enemy. Germany's share of the French exports having increased materially in many commodities, as compared with her total exports to all countries. As most notable examples, Germany in 1919 took 55 per cent of the entire French export of cotton textiles, against 14 per cent in 1913; 30 per cent of the total woolen goods exports, as compared with 22 per cent in 1913, and 11 per cent of all French silk wares exported in 1919, against 2.5 per cent in 1913.

Take French Wines.

France was further able to make up in part for the lost or impaired market for French wines, spirits and liquors, due to United States prohibition and increased import duties in England, Brazil and the Argentine, by dumping these beverages upon Germany, against the will of the government, but to the delight of the spending public, through the "Hole in the West." While French total exports of spirits fell off, owing to the above causes, virtually 50 per cent between 1913 and 1919, Germany absorbed in 1919, 3,200,254 quarts of spirits and liquors, valued at \$264,000 (approximately \$5,000,000 nominal), as compared with 411,851 quarts, worth \$38,000 francs (\$147,000), in 1913. In addition to these quantities of brandy, cognac, champagne, vermouth and other beverages and liquors, more than 13,330,000 quarts of French wines came in for thirsty German throats, mostly through the open customs barrier on the Western frontier.

Of French scope and value articles, mostly luxuries, exported in 1919, Germany absorbed 30 per cent, while the German share of these exports in 1913 was only 24 per cent. More than \$1,000,000 worth of these commodities, valued at \$3,640,000 francs (\$8,708,000 nominal), with a large part of which the German Government would willingly have dispensed, were sold into Germany last year, payment for other assisting materials in driving down the exchange value of the German mark. Almost 90 per cent were brought in through the occupied area.

During the first two months of the present year the flow of French wares continued to pour in at an even increasing rate through the occupied zone in the West, barely 20 per cent coming through the customs gates over which Germany had control. A similar flood came in through the American, British and Belgian occupied areas, usually contributing nothing to customs revenues of the German government, but draining German money out of the country about as fast as the government printing presses could turn it out.

Customs Barrier Restored.

Finally in March, after long negotiations, Germany succeeded in negotiating an agreement permitting her to restore her customs barrier at her Western frontier and close the long gap from Switzerland to the Dutch border through which the luxuries and dispensable commodities of German import restrictions. The German mark, then worth less than one cent, immediately took a turn for the better and has continued steadily to improve, despite the Kapp "putsch," the Ruhr surrendere, the occupation of Frankfurt and the financial embarrassment, closely approaching bankruptcy, until today it stands at almost three cents.

The import statistics, summarized by the same government organ, do not bear out, at least so far as France is concerned, the fear that Germany would be "sold out" or stripped bare of commodities on account of the high purchasing value of foreign money. Germany's exports to France, which in 1913 amounted to 13 per cent of the total French imports, fell in 1919 to 2 per cent of the same. Vehicles, iron and steel were the only commodities of which increased quantities were exported to France in 1919 as compared with 1913. A few other articles, including German dyestuffs, were able to make a better showing in 1919, owing to increased prices, although the actual amounts exported fell off; but most classifications of exports were less, both in value and quantity, than before the war.

The decrease is particularly noticeable

ATTEMPT TO BUY SIBERIAN WAR MAPS

Is Charge Made by Japan Against U. S. Attache—Allegation is Denied by Official in Question.

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Tokio, July 13.—Newspaper stories virtually accusing Colonel Charles B. Burnett, American military attache here, of negotiating improperly for the purchase of maps of military value from a Japanese subject have created a sensation and have been the subject of diplomatic interchanges between the embassy and the foreign office. In a memorandum to the foreign office, Edward Bell, American charge d'affaires here, before the Japanese Government showing that Burnett did not attempt to purchase the maps which had been offered him by T. Oyama, a nephew of Marshal Oyama, commander-in-chief of the Japanese forces in the Russo-Japanese war.

Oyama was a civilian employee attached to the Japanese forces in Siberia, and acquired there maps of Siberia, which he tried to sell to Colonel Burnett. Mr. Bell in the memorandum asked that the Japanese foreign office give the fullest publicity to the facts. His request was refused. On the plea that the trial of Oyama was pending and the Japanese press law forbids mention by the newspapers of cases being prepared for trial.

A full report, including the text of the memorandum exchanged, has been cable to the American State Department.

ADVOCATES OF LAKE TO SEA HIGHWAY

Will Present Their Case Before Gathering Held in Detroit July 22-24.

Detroit, Mich., July 13.—Fourteen central western states favoring the projected lakes-to-the-sea marine highway will be given a full chance to present their arguments at the Great Lakes-St. Lawrence Tidewater congress here July 22-24. Spokesmen for commercial, industrial and agricultural interests of the central west will attend the congress. More than 1,500 delegates from the United States and Canada are expected.

The speakers include a large number of professional men. Two more or less popular misconceptions regarding the project were pointed out here today by members of the Tidewater association. One of these is an impression that to complete the enterprise, engineering work on a large scale at various points from the head of Lake Superior to the sea coast, must be undertaken. The other is a belief that with the opening of the waterway, lake vessels will begin to ply between lake ports and Europe.

"Both of these impressions are erroneous," said W. H. Adams, chairman of the local committee on inland waterways. "The engineering work involved at present has to do only with the rectification of 46 miles of the St. Lawrence river between Lake Ontario and Montreal. It is probable the engineers will recommend that this be done through construction of four dams to drop down the rapids, converting the river into a series of lakes. It has been estimated that the enterprise will cost \$150,000,000, and that it can be completed in five years. Opening of the waterway, Mr. Adams said, will not mean that Lake carriers will go through to Europe; they are not built for ocean travel, he explained. "What it will mean," he continued, "is that every lake port will become an ocean port and the continent will acquire the service of the world's merchant fleets."

In discussing the estimated cost of the undertaking, Mr. Adams said that the four dams would develop more than 4,000,000 horsepower, which when commercialized would within two years more than equal the cost of the opening of the route. Utilization of this hydro-power, he added, would mean coal conservation in excess of 50,000,000 tons annually.

Opposition to the proposed undertaking thus far has come chiefly from New York. Mr. Adams expressed the belief that most of this opposition would disappear with a more thorough understanding of how much of the hydro-power would naturally accrue to New York.

CAMPBELLO.

Campbello, N. B., July 12.—Miss Dorothy McKeen, of Montreal, is a guest at the Rectory, where she and family are at their cottage here. Miss Rheta Allingham and Miss Etta Mitchell are spending their vacation at their homes here.

able in the case of products of Germany's chemical industries, which declined from \$41,820 tons, valued at \$22,000 francs (\$84,360,000), in 1913, to 4,813 tons, valued at 7,866,000 francs, in 1919. Of these chemical products, the export of German dyestuffs sank from 2,073 tons in 1913 to 708 tons last year, but as prices ruled almost six times as high the 798 tons were worth more than twice as much as the total export in the last pre-war year.

300,000 PEOPLE ANNUALLY
NOXATED IRON
HELPS MAKE RICH RED BLOOD

TRICKERY BY HUN MERCHANTS ALLEGED

Germany Running True to Form—Trying to Equalize Discount by Dishonest Methods.

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Christiania, July 13.—(Associated Press.)—Norwegian business men have protested to the Berlin government against alleged trickery of German commercial concerns whose failure to deliver to Norwegians goods bought and paid for started official and unofficial inquiries which led the Norwegians to believe the delinquencies were deliberate.

Commercial intercourse between Norway and Germany had been steadily increasing, due to the low exchange rate on German money, until recently when a number of Norwegian concerns were notified by the Germans with whom they had placed large orders that the merchandise could not be delivered because "the government had placed special export taxes which prohibited exportation at

the prices at which the goods had been sold."

The Germans are said to have demanded additional sums ranging from 50 to 100 per cent of the prices they had quoted before they would fulfill their contracts.

The Norwegians frequently were compelled to pay the additional sums, having contracted to sell elsewhere the German products. However, complaints that Germans were using this method to evade the unfavorable rate of exchange became so frequent that Norwegian commercial organizations made official representations to Berlin, and it is said the Berlin government issued a statement that official cognizance would be taken of sharp practices by German business men in their export taxes complained of had been levied, or that other restrictions had been placed on export trade.

Newspapers here for several weeks have carried editorial criticisms of German business methods since the war, and several trade papers have declared the Germans eventually must feel keenly the effect of "commercial trickery" they are alleged to have practised.

There also is widespread complaint against German life insurance companies operating in Norway and the Norwegian foreign office has been petitioned to protect policy holders who, it is charged, have been paid in

marks when the policies call for payment in kroner. Hundreds of cheap and German life insurance policies are held here, especially among farmers.

In this connection it is pointed out that whereas 45,000 kroner, an average life insurance policy, before the war equalled 50,000 marks, the rate of exchange now made such a policy worth 375,000 marks.

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Equip a chemical laboratory
Purchase new farm machinery
Build a poultry farm
Buy a ranch in the West
Start a bank account
Buy several oil paintings
Buy a same preserve
Own a race horse
Get a good start in married life
Pay for an elaborate flower garden
Install an electric lighting plant
Pay for a wedding trip
Construct a wireless station
Pay for a musical training
Have \$15 income a month for life
Pay off a mortgage
Buy a movie theatre
Buy an airplane
Complete a post-graduate college course
Donate a missionary fund
Pay for a paragon
Install a well-equipped nursery
Spend a winter in the South
Endow a hospital room

Buy a home
Buy an automobile
Buy a farm
Buy a summer bungalow
Buy a trolley
Take a complete rest
Pay for a college education for the boy
Pay for a course at finishing school for the daughter
Complete a course at law school
Take a trip through the U. S. Europe—the Orient
Take a year's vacation
Furnish for a complete new home
Buy a sailing vessel
Buy a pleasure yacht
Buy a splendid player piano
Buy a victrola de luxe and records
Buy a set of furs
Secure an interest in a corporation
Start a store
Own a partnership in a factory
Collect a library of the world's best books

Check Your Choice

WHAT would you do—what would you buy with the \$10,000.00 first prize in the Eveready Cash Prize Contest—or the \$1,000.00 second or one of three \$500.00 cash prizes?

Would it be an automobile—a home—a farm—a business—a college course? Check your choice. Determine to win the money for it in this great cash prize contest.

Then think of this! 104 people will surely get cash awards, 104 chances. 104 opportunities for you to win money to buy what you always wanted but never had enough money to get. Trying is easy—just an interesting study of a human-nature picture. And you owe it to yourself to try.

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No obligation—no delay—start now and win money for the thing you want. Contest ends midnight, August 1, 1920.

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