THE PREMIER ANNOUNCES HIS NEW MINISTRY

(Continued from page one.)

expected that both the new ministers will be readily endorsed by their constituents. While the new ministry is now complete, it is possible that other changes may soon be forthcoming.

It is known that the prime minister has at his disposal several portfolios. In the readjustment, which is inevitable, agriculture will receive greater representation and there will also be afforded Quebec the opportunity to add to its membership in the cabinet. It is doubtful if Ottawa will see much political activity for some months. Most of the ministers destre a vacation and will seize the opportunity to recuparate from the strenuous work of past year. The ministry has been advised that the country wants the "rest cure" after three years of hurried and exhaustive uplift and other advanced legislation. It is probable the government will permit the country an opportunity to digest the legislative enactments of the old government.

Ready For Work.

The prime minister will probably make his first public pronouncement in his own constituency of Portage La Prairie. The electors of that constituency sent him, a very young man, to parliament in 1908, have stood solidly behind him since, and now see their choice prime minister of Canada. There is no doubt that considerable attention will be paid to party organization, which has been completely neglected. After this the prime minister will visit various sections of the Dominion to acquaint himself with the country's requirements, and to explain the policy of the new government to the electors. So far the new prime minister has had a generous reception from the country, and there is a growing opinion that he will replace unrest with stability and confidence.

The new government consists of ten Conservatives, six Liberals and one Labor representative. The Conservatives are the prime minister, Sir George Foster, Sir James Lougheed, Sir Henry Drayton, Sir Edward Kemp Hon. C. J. Doherty, Hon. Dr. Reid, Hon. Piere Blondin, Hon. F B. McCurdy and Hon. R. W. Wigmore; Liberals are Hon. J. A. Calder, Hon A. L. Sifton, Hon. C. C. Ballantyne, Hon. Hugh Guthrie, Hon S. F. Tolmie and Hon. E. K. Spinney, and Labor is represented by Hon. Gideon Robertson. The first cabinet council was held immediately after the ministers took the oath of office.

Hon. R. W. Wigmore, who was on his way to Ottawa, took the oath of office in Montreal, where he met His Excellency, who left today to visit Newfoundland.

Hon. R. W. Wigmore, who has been chosen to represent New Brunswick in the cabinet, is a native of St. John, the constituency he represents in parliament. He is a comparatively young man, being born in 1873, while his colleague from Nova Scotia is two years younger, or the same age as the new prime minister. He was a very successful commissioner for the city of St. John and, in 1917, was chosen as the Conservative-Unionist candidate in that city and elected by a very large majority. He is now interested in shipping and is a strong advocate of the improvement of the port of St. John. His re-election is conceded by all parties, and he may secure acclamation.

ENTERPRISE OF THE ALLENS PRAISED

The New York Telegraph Sunday motion picture department, referring to the recent purchase of the Empire Theatre and the Queen's Hotel in London, to use the sites for putting up two great English picture theatres, says:

"With new Allen houses under construction in the metropolitan cities of the United States and Canada, and now with the advent of British invasion, an international market for English picture producers will be afforded. When completed the Allen houses in Detroit and Cleveland will be among the finest theatres in America. Heretofore British film manufacturers have found great difficulty in exhibiting their product in the United States, and it was not often that an English-made film found its way to the screen of an American picture theatre.

"The Allens, Canadians and loyal British subjects, have been pioneers in bringing English productions across the sea, and numerous feature subjects produced in Great Britain have been exhibited throughout the Dominion of Canada. With one concern commanding first-run theatres in Canada, England and the United States, there will be a new and dominating international figure to reckon with, and film manufacturers will find a large export avenue for their products. The London theatres will of course, feature British-made productions."

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ASSIGNMENT OF COAL CARS AT THE MINES

Is Under Discussion Between Operators and Coal Association at Meeting in Washington.

ON SETTLEMENT OF THE DIFFERENCES DEPENDS

Whether Country is to Have a Coal Famine in Certain Sections or Not.

(Copyright 1920, by Public Ledger Company.)

F. W. WILE.

Washington, July 13.—Satisfactory adjustment of the threatening coal shortage situation can only be accomplished by definite settlement of the ancient quarrel of the coal operators and the railroads over the present method of assigning coal cars at the mines. Any resort to half measures on the part of the operators, the railroads and the interstate commerce commission, which has been drawn into the dispute will place the Country or some sections of it, face to face with a coal famine this winter.

Slowly but surely the coal operators have forced the issue until all three paries to the controversy are willing to admit that further attempts to compromise on the method of handling the movement of coal will not avail. The developments today which indicate that situation has reached a point of show down were:

Colonel D. B. Wentz of Philadelphia, President of the National Coal Association which represents more than sixty per cent. of the Country's bituminous coal production, called a conference of leading operators to meet in Washington this week. The purpose of the conference in the words of the coal association's announcement is "to find some way to co-operate with the railroads so as to give immediate relief to sections of the Country where the threat of coal famine is most acute."

Word was received from Cambria, Pa., that the Pennsylvania Coal and Coke Corporation had filed suit to enjoin the Pennsylvania Railroad from resorting to the "assigned car" practice, under which certain mines are discriminated against in open top car supply, in favor of mines supplying railroads with coal. An injunction on a similar bill filed by the Lambert Run Coal Company of Fairmont, West Virginia has been granted against the Baltimore and Ohio Railroad and application for injunction is pending in Charleston, West Virginia against the Chesapeake and Ohio Railroad The interstate commerce commission today continued its hearings called a week ago to discuss the general question of car distribution and railroad car assignment practices, at which shippers of every description, including coal operators, are airing their views.

Most of the shippers who appeared before the commission talked for or against the recent 30 day order of the commission giving coal mines priority on open top cars. Actually the commission will be forced to take under advisement more than the mere question of continuing or revoking this order. The dispute between the operators and the railroads has assumed such proportions and the coal situation become so menacing that the commission must go into the entire subject of car distribution.

It is the belief here that the commission eventually will promulgate under the authority of the Esch-Cummins transportation Act a new and complete set of regulations covering railroad car distribution and practices. The action of the commission doubtless will be taken to settle controversy at once and prevent the chaos in traffic which is bound to result if the coal operator succeeds in enjoining individual railroads in various sections of the country and forcing them to handle cars in a manner prescribed by federal and state courts.

Apparently the only way the commission can avoid taking such a drastic step will be for the operators and the railroad to reach an agreement without the aid of the Government. This is regarded as unlikely despite the fact that the call for the operators conference issued by the national coal association said:

"Out of the conference it is hoped to evolve the machinery for expeditiously handling, in conjunction with the Governmental agencies and the railroads any coal shortage emergency. After the bituminous coal operators have conferred upon the whole situation they will take up with the railroad executives the plan of proceedure worked out."

Common Sense.

(Calgary Herold.)

A new provision in the House of Commons Act stipulates that the Premier may be Premier without being the head of any department. It is a wonder some such regulation had not been in force long ago. There is surely enough in the premiership to occupy the full attention of the average individual without tacking onto the job some department work.

The Money for Ireland.

(Hamilton Herald.)

Having decided to spend in propaganda in the United States several million dollars of the fund subscribed for the freeing of Ireland, De Valera has probably succeeded in mollifying the Irish-American faction which has been showing its teeth and growling at him.

Inquest On Death Of R. W. Folkins

Coroner Porter and Jury Found Last Evening That Man Who Fell in Elevator Shaft Died as Result of Accident.

The jury empanneled by Coroner H. A. Porter to inquire into the death of Richard W. Folkins who died in the General Public Hospital last Sunday as the result of injuries sustained by falling down the elevator shaft at J. & A. McMillan's the preceding day, brought in the following verdict last evening—

"After careful consideration the following jury find: That Richard W. Folkins came to his death through injuries received by falling down an elevator shaft on the premises of J. & A. McMillan, Prince William street, in the city of St. John, in the City and County of St. John, July 9, 1920 And we find that it was purely an accident.

(Sgd.) J. E. DeMille, foreman; J. D. Seeley, Joseph Kennedy, Ernest B. McDonald, John Callaghan, H. S. Wetmore, F. J. Newcombe.

The jury viewed the remains of the deceased on Saturday, and on assembling last evening inspected the scene of the accident, after which they adjourned to the court chambers on Germain street where the evidence of the several witnesses was heard.

Dr. Edward Campbell, senior resident physician at the General Public Hospital, was the first witness called. He stated that John Folkins was admitted to the hospital at 9.45 Friday morning, July 9. The witness on examining the patient found a bruise at the back of the skull, an injury to the left shoulder and a fractured clavicle.

After the patient had been placed in bed a further examination was made for intercranical injuries, but they were not apparent.

In the afternoon the patient sank into a comma and his breathing became heavier and the pulse rapid, an indication of internal remmorage.

The coma became more pronounced as time went on and ended in death which occurred at four in the morning The witness ascribed the death to cerebral hemmorage and concusion of the brain.

In answer to the witness the patient had said that he met with his injuries by falling down an elevator shaft, a distance of ten feet.

C. Leonard Jenkins, clerk in the employ of J. & A. McMillan, with whom the deceased was employed, said that he was present in company with the son of the deceased when the accident occurred.

The three were standing by the elevator and the deceased said "Just a minute, I'm coming down" and stepped into the well. Witness ran down stairs and found deceased lying on his left side. Witness sent the boy for help. The ambulance came and conveyed the injured man to the hospital. Witness said that when the two Folkins and himself approached the elevator shaft and had been talking for a few moments either the father or son opened the elevator door, later the deceased stepped into the well as though he thought the elevator platform was there. Witness knew it was not and sprang to prevent him, but was too late. The deceased was an expressman and had been in the employ of the firm and handled their freight for the last eighteen years.

Stanley Folkins, son of the deceased said that he was peesent at the time of the accident. He and his father entered the hall with Jenkins, who turned on the light. As witness went to pull the cord to bring the elevator down from above his father stepped into the shaft which was dark. It was always dark when the platform was there and this accounted for his father's mistaake. If the light had been on in the hall or in the basement the absence of the elevator platform would have been apparent.

In answer to the coroner, witness said he had heard that his father had fallen down the elevator shaft once before, but it was before his time.

The second witness on being recalled said that the eyesight of the deceased had been good, and he only used glasses when reading or writing.

The elevator was left in the care of the ajnitor at night and there was no especial place for leaving it. The elevator was for freight and not for passengers.

One door at the foot of the shaft was open at the time of the accident, although it might have been opened b ythe deceased in falling. If both doors had been closed and the light was on in the basement it would not be apparent from above.

BAD BUNCH JUMPS ASHEVILLE JAIL

Asheville, N. C., July 13.—Several prisoners, all charged with serious crimes, escaped from the Buncombe County jail early today by sawing their way out of individual cells and then dropping, with the aid of blankets tied together, from a third floor window, where waiting automobiles carried them to freedom.

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Be Doing Your Family a Good Turn

by buying your Cakes and Pastry at the Busy Bee on your way home. Come in today.

THE BUSY BEE - 143 - CHARLOTTE ST.

HELD MEETING AT FREDERICTON

New Brunswick Society of Domestic, Sanitary and Heating Engineers Met Yesterday.

Fredericton, July 13—The eighth annual convention of the New Brunswick Society of Domestic Sanitary and Heating Engineers was held in Fredericton yesterday in the Oddfellows' Hall. The meeting was a large and successful one with a large number of delegates present from all parts of the province.

Two sessions were held, one in the morning and the other in the afternoon when a large amount of business of special interest to the association was transacted along the line of sanitation and heating.

The election of officers for the ensuing year resulted as follows:

George S. Doreman, Moncton, president—was re-elected as president of the association for the third term; F. R. Fitzgerald, St. John, vice president; W. H. Thorne, Fredericton, secretary-treasurer.

The delegates were accompanied by their wives who were entertained during the day by the wives of Fredericton members.

A large number of representatives of jobbing and manufacturing houses in plumbing lines were present at the convention.

The semi-annual meeting will be held in St. John in January. The next quarterly meeting will be held in Moncton on the second Tuesday in October when considerable business of importance in regard to both heating and sanitation will be placed before the association for their consideration by committees appointed for that purpose.

POLAND AND RUSS. ARMISTICE PLANNED

London, July 13—It is rumored in authoritative quarters in Spa, that Premire Lloyd George has received a message from George Tchitcherin, Bolshevik commissary for Foreign Affairs, accepting the proposals of the Allies for an armistice between Poland and Russia, according to a Spa dispatch to the Exchange Telegraph.

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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.

(Copyright, 1919, by Public Ledger Company.)

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 statute regulations on automobile traffic. The proposed law prescribes 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 apt to conform exactly with these specifications, even though they may have abundant margin of safety of construction and operation. As 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 instead of one-cent marks 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 luxuries, 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 amounts 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 use of gasoline 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 asked 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 said her husband Martin H. Macnaughton, with three other men sailed from Sheepshead 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, Belguim, 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.