

SIR. MAX AIKEN STILL LOYAL TO NATIVE TOWN

Makes Contribution of \$500
to New Hospital - Gov't
Doing Good Work on
North Shore Roads.

Newcastle, Sept. 13.—Sir Maxwell Aiken has donated \$500 to the new hospital of his native town, and it is understood that the contribution will be the last of his. The hospital has had a very satisfactory career since its opening on July 1st, and it is proposed that an early date a maternity ward and a training school for nurses be established.

Edmunds boy who was run over by an automobile on the 31st ult., is so far recovered that he is able to be out and hopes are entertained that he will permanently recover.

The Northumberland County Teachers' Institute will be held here on the 28th and 29th instants. Papers will be submitted on drawing by Prof. Hagerman of the Normal School; Insects and Canadian Aborigines, by Prof. Wm. McIntosh, provincial entomologist; St. John; Domestic Science, Miss Vera Wilson, Chatham; English Composition, Miss Katherine A. Murray, Chatham; and School Sanitation, Dr. D. R. Moore, Newcastle.

Addresses will also be delivered by Mr. Carter, chief superintendent of education; Elementary Agriculture, Educational Director R. P. Steeves, Mayor Fish and others.

The provincial authorities deserve great credit for their road work in this vicinity this summer. The road between Newcastle and Ferry Road—through Douglastown—has been thoroughly repaired, the big bridges being raised several feet and the brought much nearer to level. Much improvement has also been made between Ferry Road and Tabusintac, and elsewhere, and the road between Chatham and the Kent County line is being put into perfect shape.

Hiram Copp, son of Thomas Copp of Newcastle, who went to the States with the first contingent, returned home last night for a well earned furlough of six weeks. Mr. Copp was twice wounded but is in excellent health, and will go back to the front when his furlough has expired.

FAVORS THE OVERLAND.

Art Smith, famous aviator, who recently purchased an Overland Model 84B, is not the only flyer who favors that line of automobiles. During a recent exhibition at the St. John Hotel, Canada, Miss Stinson became acquainted with the Overland cars, and spends much of her time when not in the air in one of these cars.

Like Art Smith, Miss Stinson is also an expert on motors—as a birdman, or birdy, in the St. John, she is familiar with gas-line-driven motors. It was quite a compliment therefore, to have Miss Stinson declare that she now understood why so many men were buying Overlands for their wives and daughters.

"The car is an ideal woman," she said, after one of her spins. "The electric control box and the other conveniences make it an ideal woman's motor car."

FOR JUST ONE MAN.

A soldier arrived at a town in Ontario the other day, inviolate home from the war, and the whole town turned out to meet him.

Just for one man!

Sixty motor cars in procession, a brass band, public meeting, an address of welcome, a presentation gold watch, all for just one man.

He deserved it all; he was quite willing to take that for granted, but if all this appreciation is due to one man, how much is due to the hundreds coming back every month?

Those hands are not to be despised, still less are gold watches. Welcome the brave, with cheers and full military accompaniment, if you will. Strong feelings often demand loud expression. In fact, when we hear of men coming back and finding no one at the station to welcome them, we are disappointed. The thing has been left undone which ought to have been done. See to this, Canadians everywhere!

But that is only a beginning. There is something much more important and lasting that we must see to.

Every man coming back is of some value to the community. The value has been reduced by injury or sickness. We must increase it again by every available resource of medical and educational science.

"That is what the Military Hospitals Commission is doing," it may be said, and truly. But the Commission is only doing it on your behalf, as representative of the public.

The individual members of the public can help, and ought to help. The friends of a returned soldier in a convalescent hospital can encourage him to take all possible advantage of the educational classes and physical training, and to seize opportunities of employment or continued training when he comes out.

The public at large, whether as friends of particular soldiers or not, can help the military Provincial Commissions to find employment for all.

Every man doing steady work suited to his capacity is a gain to himself and his country.

Every man left idle, or performing some trifling task beneath his capacity, or trying to do work he is unfit for, is wasted.

And Canada cannot afford to waste a man.

THE WAR BY AIR THE FINAL PROBLEM

By Claude Grahame-White and Harry Harper.

This war may, from the point of view of flying, be regarded merely as a prelude—as a rehearsal, so to say, on no more than a modest scale—of that great war by air of the future which must come, almost inevitably, unless the nations agree without reserve to lay aside their arms. And that they do so, even after the terrors of this war, appears improbable. As to conventions or agreements, limiting the use of aircraft, what are these worth?

Aircraft of today, which are too few in numbers, which are so small and frail that, in comparison with machines of the future, they are no larger than a picket-boat when contrasted with a Dreadnought, have been able to do the less, in this their first great test, to influence powerfully the whole trend of the campaign, even with millions of men in action, and with all operations on a gigantic scale. Imagine, therefore, the possibilities of the warplane of the future, a machine armed with weapons of such power and precision that we can do little more than speculate on them today, flying at speeds that may reach 200 or 250 miles an hour, and capable of remaining aloft for days on end, and of dealing death and destruction wherever it flies!

The air will be the great highway of the future, the way for high-speed transit. It is a highway which, unlike those of the land or sea, extends uninterrupted over the whole surface of the globe. Inland cities, as well as those on the sea-coast, are all port on the aerial ocean. Earthly barriers form no obstacle to the navigator of this newly-conquered element; seas and mountains do not check him in his flight; nor, in the future, will the wildest oceans. The whole of the world will lie below him; and, thanks to the speed of his craft, there will be no corner of the earth's surface he will not be able to reach, in an aerial journey lasting a week or ten days.

Command of the Air.

What does this mean? It means that the nation which, in the future, is able to command the air spaces above the earth, will, as a consequence, command also the world itself, with its oceans, its continents, and its greatest cities.

In this war, and notably in the stage now reached, the Allies have been able to obtain, in the air above their battle-fronts, a mastery which—as their headquarters have reason to know—has been of a value almost incalculable. In our own offensive, for example, we have fought the enemy in the air behind his lines, patrolling above his aerodromes, and attacking his machines directly they leave ground, and before they can gain altitude. We have, indeed, cleared the air of his armed craft; and we have been able to attack and destroy him owing to the fact that we have impaired so seriously the German defensive organization, such kite-balloons as the enemy has relied on to direct the fire of his artillery. What our mastery of the air means is this: that all our routine work—scouting, artillery control, photography, and bomb-dropping—may now proceed regularly, and with a maximum of effect, in those areas where we have swept of enemy craft.

This local struggle for supremacy, confined as we see it now to the battle-fronts, forms a preliminary to that great struggle of the future which will grow constantly in its intensity—a struggle for a general command of the air; a command not above one country or one continent, but above the entire world; a struggle which will rival even, and eclipse, that which has been waged for centuries for a command of the sea. And to us, as a great nation, with possessions that are vital in all quarters of the globe, power in the air has become essential. We must dominate the aerial highways, as we now do those of the sea. In this war, clearly enough, we have been shown the value of sea power. In the future, should another war come, power in the air will have a value even greater, more fundamental. It will be a power which, in itself, will be sufficient to turn the scales towards victory or defeat, not only in the air, but also on land and sea. Any nation which is at war, fighting on land and sea, and an opponent who has won already a supremacy in the air, will be harassed and crippled at every turn. It will be a blindfold man trying to fight an adversary with the power of vision.

The British Task.

There is no reason—save the danger of our failing to maintain our effort, and of sinking again into indifference—why we should not gain, and hold, the command of the air. We have an industry now, active and enterprising, for the building of aircraft and of aeroplanes. We have demonstrated, in this war, that our machines compare favorably with any others. We have shown that our pilots, under the most trying conditions, are born navigators of the air—men whose exploits gain ungrudging admiration. In science, also, which will be vital to the construction of the large aircraft of the future, we know now that we have little to fear, granted there is no reverting to the old attitude of discouragement and neglect.

What, then, is wanted? It is this: That the public, the mass of the people, should make up their minds, once and for all, that Britain shall be supreme in the air as we have been, and are, on the sea; that there shall be no short-sighted criticism, when money has to be voted for the development of our air services; that science shall be free and unfettered in its laboratory work, which will certainly cost money; and that there shall be no stop to the building and testing of experimental craft, and for a Government subsidy of the industry.

We must have machines that are more powerful, at any given time, than fly faster and strike harder, than those of our rivals. And there are a number of problems to be solved before large aeroplanes become perfected or practical. Weight must not threaten efficiency, as it does now. The fuel consumption of motors must be reduced, and they must develop more power, for a given weight, than is now. Sustaining planes must be rendered more efficient. The question of the head-resistance of an aircraft when in flight at very high speeds must be studied with an even greater care. And not one of these problems can be avoided. To evolve these perfected aircraft, to keep abreast from year to year of the developments which will take place in aviation, will be a task to tax the resources—material, financial and constructional—of even such a nation as ours.

two earlier, says that not only the mark, but the currency of all the countries at war has decreased in value, and that by the decline in the value of the pound sterling England has lost much of its prestige by the war. The paper adds that what is significant for the financial condition of Germany is not the decline in the value of the mark in foreign countries, but the excellent methods of the German loan system. All enemy countries, it is asserted, would gladly carry out Germany's loan policy, and their inability to do so rouses their envy.

From this article it appears that since the beginning of the war German finances have been systematically controlled, as is shown by the facts that the rate of interest continues to be 5 per cent., that all Imperial War Loans are irredeemable until October 1, 1924, and that the price of issue fluctuates only between 97 1/2 per cent and 99.

In England, on the contrary, we are told, only two-fifths of the war debts are in long-term loans; the rest, about 1,250 millions, represent floating debts at short date. The rate of interest has also considerably deteriorated. Beginning with 3 1/2 per cent. interest on the war loan, the Government offered 4 1/2 per cent. on the second war loan, and now Sir C. Henry gives the amount of the outstanding Treasury bonds as £850,000,000, and these pay 6 per cent. interest.

The article concludes by a declaration that the grandiose nature of Germany's war loan organization will justify itself again in the fifth war loan. "Should anyone imagine that the guaranteed rate of 5 per cent. interest would not be paid, he should reject the thought as imported from abroad, and alien to all German thinking. Neither the German Empire, nor any German state, has ever broken its word in the question of loans."

Grain & Robbers.

Details of the wholesale swindling practised by a number of Berlin grain merchants in a large way of business are now coming to light, and have caused immense excitement.

It appears that these gentlemen had agents in West Prussia, who in some mysterious way were able to supply their principals with immense quantities of barley, rye and wheat. Both in West Prussia and in Berlin the parties made false declarations about their goods, and by elaborate cheating completely hoodwinked the food officials. The police in Berlin got wind of the matter, and little by little the entire elaborate plot was unfolded. The agents in West Prussia forwarded grain in hundreds of tons, declaring it as potatoes, sometimes as machinery. Accounts were discovered which proved that much of the grain was sold at 900 per cent profit.

The number of persons implicated so far is said to exceed 100, but the police have not yet completed their investigations, and every day adds to the number of the rogues. The plot seems to have spread to railway officials, who were bribed to sign the false freight bills, and to a number of hotel proprietors, with one of whom a sum of £5,000 was found to be utilized for corrupt purposes.

Church Bells and Shells.

During this month a number of the church bells in Croatia and Slavonia have been requisitioned for war purposes. In the four largest towns of these provinces 84 bells, weighing over 25 tons in all, have been taken away. The town of Zagreb lost 31 bells, weighing 13 tons.

A joint military and ecclesiastical commission has been appointed in a number of the Austrian Crown lands with the task of visiting towns and villages and requisitioning those bells which the various communities do not need. It is understood that over 1,500 church bells have been listed to be called for when required.

Pale Cheeked Women

Told About Restoring
A Rosy Complexion

A few years ago the girl with pale, drawn cheeks scarcely knew what to do in order to restore her fading appearance. At that time there was no blood-food medium made that really would put color and strength into systems that were more or less worn out.

Today it's different. The blood can be quickly nourished, can be made rich, red, and healthy. All you have to do is take two Ferrozone Tablets with a sip of water after meals. The effect is almost magical. Mothers, look at your children. Are they ruddy and strong—do they eat and sleep well, or are they pale, weak, and anemic?

Ferrozone will re-build them. Take your own case—do you blood strong and rich? Have you that old-time strength and vigor, or are you somewhat under the weather? Ferrozone will supply the strengthening elements you require. It is a blood-forming, nourishing tonic that makes every ally system well.

Ferrozone is a marvelous remedy, it contains in concentrated form certain rare qualities that especially fit it in cases of anemic, poor color, thin blood, tiredness, and loss of weight. "If you lose ground. Get it to day, sold in 50-cent boxes by all dealers, or by mail from the Cattarozzo Co., Kingston, Ont.

"Enough Brev."

A little old assed six, had been breathlessly watching the terrible villain of the film-play. When he reached a railway bridge she turned to her mother and asked: "Oh, mother, what's he going to do now?"

"He's going to blow up that bridge." "But, mother," came back the small, inquiring voice, "how can he get enough breath?"

Propaganda Methods.

The same Journal, writing a day or

PILES.

You will find relief in Zam-Buk! It eases the burning, stinging pain, stops bleeding and brings ease. Perseverance, with Zam-Buk, means cure. Why not prove this? All Druggists and Grocers.

Zam-Buk

SHIPPING NEWS

MINIATURE ALMANAC.
(The time given is Atlantic Standard, one hour slower than present local time.)

September Phases of the Moon.

| Full quarter, 5th | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | 16th | 17th | 18th | 19th | 20th | 21st | 22nd | 23rd | 24th | 25th | 26th | 27th | 28th | 29th | 30th | 31st |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |

14 T 6.08 6.33 0.50 13.17 7.16 19.41
15 F 6.07 6.31 1.37 14.03 8.01 20.27
16 S 6.09 6.29 2.25 14.51 8.47 21.14
17 S 6.10 6.27 3.15 15.40 9.35 22.03
18 M 6.11 6.25 4.07 16.31 10.25 22.54
19 T 6.12 6.23 5.03 17.25 11.18 23.48

PORT OF ST. JOHN, N. B.

Arrived Wednesday, Sept. 13.
Ship Protector, 1636, Monsen, Dispe, W. M. MacKay, to load deals.

BRITISH PORTS.

Cardiff, Sept. 9.—Sld stmr Baywest, Montreal.

Glasgow, Sept. 8.—Sld stmr Cape Finisterre, Montreal.

Manchester, Sept. 9.—Arrd stmr Lally, Campbellton, N. B.

Sld Sept. 9, stmr Manchester Corporation, Montreal.

FOREIGN PORTS.

Boston, Sept. 13.—Arrd schr J. Arthur Lord, Tutu, St. John.

New York, Sept. 12.—Arrd schr Seth, Jr. Bridgewater, J. Frank Seavey, Gaspe.

Sld Sept. 12, schrs J. N. Rafuse, Parks, Newark; Silver Queen, Coburn, Newark; tug Gypsum King, Taylor, Spencer's Island, N. S.

Buenos Ayres, Sept. 5.—Sld ship Brynhild, Watts, New York.

Calais, Sept. 11.—Arrd schr Sarah Eaton, Perth Amboy.

Machiasport, Sept. 11.—Sld schrs Susan Frances, Bar Harbor; Lydia Grant, Jonesport.

New York, Sept. 11.—Arrd schrs Margaret May Riley, St. John; J. Frank Seavey, Gaspe; Mincola, Somerset; E. M. Robinson, Chatham.

Philadelphia, Sept. 11.—Arrd schr Wm. Cobb, Bridgewater, N. S.

Sept. 11, schr Eva A. Danenhower, Yarmouth, N. S.

Vineyard Haven, Sept. 11.—Arrd schrs Florence Thurlow, Jacksonville for Boston; James H. Hoyt, Philadelphia for St. John.

Boston, Sept. 11.—Arrd stmr Louisburg, C. B.; schrs George R. Smith, Calais, Me.; Jacob M. Haskell, Jacksonville; Eskimo, Apple River, N. S.; Ethel McLeod, Albert, N. B.

Old Sept. 11, stmr Louisburg, Louisburg, C. B.; schr Annie, Salmon River, N. S.

SCHOONER NOTES.

The schooner Melba, Captain John Pratt, arrived in England Tuesday, from Halifax with a cargo of lumber.

Tern schooner Abbie C. Stubbs is being loaded here from Quebec, and by the tug Wasson. The schooner is lumber laden for New York.

Tern schooner Charles C. Lister left for Queenstown on Tuesday in tow of the tug Fannie, to load for New York.

Tern schooner H. H. Chamberlain, H. W. Hains and I. K. Stetson have cleared for New York.

Tern schooner A. M. Gibson is completing cargo at Indiantown for New York.

The tern schooner Alvina Theriault is loading lumber at Lower Cove slip for Barbados.

RECENT CHARTERS.

Schooner Wawenock, New York to Campbellton, N. B., with coal and back with laths, p. t.; schr Bayard Barnes, West Coast Africa to New York, making \$22, December; schr Winchester, coal, New York to Sackville, grindstones, West Point to New Haven; schr Wanola, coal, New York to St. John.

BOUND TO ST. JOHN.

The steamer Sackham left Liverpool yesterday for St. John to load lumber direct to London.

COAL BARGE ARRIVES.

The tug Mulgrave arrived yesterday with the coal laden barge King Malcolm in tow. The vessel came from Sydney via Halifax and Yarmouth, and at the last port of call the tug received minor repairs.

SCHR. J. A. LORD AT BOSTON.

The schooner J. Arthur Lord, Capt. E. Tutu, from St. John, arrived in Boston yesterday.

TRAVELLING?

Passage Tickets By All Ocean Steamship Lines.

WM. THOMSON & CO. Limited, St. John, N. B.

TRANSPORTATION ADVERTISING

CANADIAN PACIFIC EXCURSIONS

From St. John \$15.30 MONTREAL and RET.

TICKETS ON SALE September 21st, 22nd and 23rd Ret. October 9th.

September 28th, 29th and 30th Ret. October 16th.

\$10.50 BOSTON and RET.

TICKETS ON SALE September 16th to October 14th. Good for Thirty Days.

M. G. Murphy, D.P.A., C.P.R., St. John, N. B.

Leaves St. John Daily except Sunday, 7.15 a.m. Atlantic. Return same day.

Day Excursions and Week-End Tickets Issued Wed. and Sat. \$2.25.

Table D'Hotel Service. Breakfast 50 cts. Lunch 75 cts. Afternoon Tea, 25 cts.

Canadian Pacific ST. JOHN-DIGBY SERVICE

C. P. R. S. S. "Empress"

Leaves St. John Daily except Sunday, 7.15 a.m. Atlantic. Return same day.

Day Excursions and Week-End Tickets Issued Wed. and Sat. \$2.25.

Table D'Hotel Service. Breakfast 50 cts. Lunch 75 cts. Afternoon Tea, 25 cts.

HALIFAX EXHIBITION

Sept. 13th to 21st.

Excursion Tickets St. John to Halifax on sale from Sept. 12th to 20th inclusive. Return limit Sept. 22nd. Rate \$6.45.

SHORTEST ROUTE TO HALIFAX.

M. G. MURPHY, D. P. A., C. P. R., St. John, N. B.

CUNARD LINE

CANADIAN SERVICE.

MONTREAL TO LONDON

(via Falmouth)

From London. From Montreal. Sept. 5 ASCANIA Sept. 23

Sept. 23 AUSONIA Oct. 12

Cabin and Third Class.

MONTREAL TO BRISTOL

(via Falmouth Dock)

From Bristol. From Montreal. Oct. 26 FELTRIA Oct. 12

Oct. 3 FOLIA Oct. 24

Cabin Passengers Only.

For information apply The Robert

Reford Co., Limited, General Agents,

162 Prince William Street, St. John, N. B.

CANADIAN GOVERNMENT RAILWAYS

Halifax Exhibition

Sept. 13-21

Special Fares via Canadian Government Railways.

Round Trip Tickets will be sold

Twenty-Five Cents for Admission

Coupon from St. John at First Class

One Way Fare, from Sept. Twelfth to

Twentieth inclusive. Good for Return

Until Sept. Twenty-Second.

Eastern Steamship Lines.

All-the-Way by Water.

INTERNATIONAL LINE.

Steamships "Calvin Austin" and "Governor Cobb"

Leave St. John Mondays, Wednesdays and Fridays at 9 a. m. for Eastport, Lubec, Portland and Boston.

Return—Leave Central Wharf, Boston, Mondays, Wednesdays and Fridays at 9 a. m. for Portland, Eastport, Lubec and St. John. (Atlantic Standard time governs departure of steamers from St. John.)

MAINE STEAMSHIP LINE.

Direct between Portland and New York

Steamships North Land and North Star. Leave Franklin Wharf, Portland, Tuesdays, Thursdays and Saturdays, at 6.30 p. m.

Return—Leave New York, Pier 19, North River, same days at 5 p. m.

METROPOLITAN LINE.

Direct Service between Boston and New York, 13-12 Hours.